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ACCOUNTS AND PAPERS:

THIRTY-NINE VOLUMES.

— (26.) —

RAILWAYS.

BOARD OF TRADE REPORTS.

Session

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ACCOUNTS AND PAPERS:

1866.

THIRTY-NINE VOLUMES:—CONTENTS OF THE

TWENTY-SIXTH VOLUME.

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RAILWAYS.

SESSION 1866.

REPORT by the BOARD OF TRADE on the Applications made to the Board in the Year 1865, under the RAILWAY COMPANIES' POWERS ACT, 1864, and the RAILWAYS CONSTRUCTION FACILITIES ACT, 1864, respectively, and of the Proceedings of the Board of Trade with respect thereto.— (Presented pursuant to Act of Parliament.)

RAILWAY COMPANIES' POWERS ACT, 1864.

ONE application only under this Act was made in the month of June 1865, viz., by—

The Ayr and Maybole Junction Railway Company,

For authority to raise 1,500 *l.* by the issue of new shares or stock, ordinary or preference, and 500 *l.* by borrowing on mortgage, with power to issue debenture stock.

No objection was made to this application, and a draft certificate was settled by the Board of Trade accordingly.

APPLICATIONS under this Act for certificates to authorise the raising of additional capital were made, in the month of November 1865, by nine Railway Companies, viz.:

The Bala and Dolgelly Railway Company,

Who applied for authority to raise 30,000 *l.* by new shares, ordinary or preference, and 10,000 *l.* by borrowing on mortgage.

The requirements were duly complied with.

No objection was made to the application, and a draft certificate was settled by the Board of Trade accordingly, with the exception of authority to create preference shares.

The Bishop's Castle Railway Company,

Who applied for authority to raise 90,000 *l.* by new shares, ordinary or preference, and 30,000 *l.* by borrowing on mortgage.

No objection was made to the application, and a draft certificate was settled by the Board of Trade accordingly, but with the proviso that, until the Company's railway from Montgomery to Bishop's Castle is completed, and open for public traffic, the Company shall apply the moneys to be raised under the powers of the certificate, by the issue of preference shares or stock, to purposes authorised by "The Bishop's Castle Railway Act, 1861," and "The Bishop's Castle Railway (Deviations) Act, 1865," or by one of those Acts, and to no other purposes.

The Brecon and Merthyr Tydfil Junction Railway Company:

In this case there was a discrepancy between the memorial, which asked for powers to raise 570,500 *l.* by new shares or stock, ordinary or preference, and 190,000 *l.* by borrowing on mortgage, and the draft certificate, which asked for

powers to raise 575,000 *l.* by new shares or stock, ordinary or preference, and one-third of the additional capital by borrowing on mortgage: by each, power was sought to create debenture stock.

No objection was made to the application, and a draft certificate was settled by the Board of Trade in accordance with the memorial.

The Faringdon Railway Company,

Who applied for authority to raise 5,000 *l.* by new preference shares or stock, and 1,600 *l.* by borrowing on mortgage, with power to issue debenture stock.

No objection was made to the application, and a draft certificate was settled by the Board of Trade accordingly.

The Keighley and Worth Valley Railway Company :

In this case there was a discrepancy between the memorial which asked for powers to raise 18,000 *l.* by new preference shares or stock, and 6,000 *l.* by borrowing on mortgage, with power to create debenture stock, and the draft certificate, which asked for powers to raise 24,000 *l.* by new ordinary or preference shares, and 12,000 *l.* by borrowing on mortgage.

No objection was made to the application, and the draft certificate as settled by the Board of Trade authorised the raising of the sums specified in the memorial.

The Seaton and Beer Railway Company,

Who applied for authority to raise 12,000 *l.* by new shares or stock, ordinary or preference, and 4,000 *l.* by borrowing on mortgage, with power to issue debenture stock.

No objection was made to the application, and a draft certificate was settled by the Board of Trade accordingly.

The Trent, Ancholme, and Grimsby Railway Company,

Who applied for authority to raise 60,000 *l.* by new ordinary or preference shares, and 20,000 *l.* by borrowing on mortgage.

No objection was made to the application, but at the request of the promoters it was not proceeded with.

The West Somerset Railway Company,

Who applied for authority to raise 24,000 *l.* by new shares or stock, ordinary or preference, and 8,000 *l.* by borrowing on mortgage, with power to issue debenture stock.

No objection was made to the application, and a draft certificate was settled by the Board of Trade accordingly.

The Whitehaven, Cleator, and Egremont Railway Company,

Who applied for authority to raise 45,000 *l.* by new shares, ordinary or preferential, and 15,000 *l.* by borrowing on mortgage.

No objection was made to the application, and a draft certificate was settled by the Board of Trade accordingly.

The several draft certificates settled as above mentioned were laid before both Houses of Parliament in February 1866.

No resolution was come to by either House of Parliament, that any of the certificates ought not to be made, and my Lords accordingly, on the expiration of six weeks after laying the drafts before the two Houses, made and issued certificates

ificates in conformity with such drafts, and authorised the publication thereof in the appropriate Gazettes, at the expense of the promoters, in the following cases, viz. :—

The Ayr and Maybole Junction Railway Company.
 The Bala and Dolgelly Railway Company.
 The Bishop's Castle Railway Company.
 The Brecon and Merthyr Tydfil Junction Railway Company.
 The Faringdon Railway Company.
 The Keighley and Worth Valley Railway Company.
 The Seaton and Beer Railway Company.
 The West Somerset Railway Company.
 The Whitehaven, Cleator, and Egremont Railway Company.

RAILWAYS CONSTRUCTION FACILITIES ACT, 1864.

One application only was made under this Act, viz., in the month of November 1865, by

The Ogmore Valley Railways Company,

Who applied for a certificate to authorise the construction of a Railway to be called the "Ogmore Valley Railways Extension," being a Railway commencing by a junction in the parish of Langeinor, with the Railway No. 1, by "The Ogmore Valley Railways Act, 1863," authorised, and terminating by a junction in the parish of Llantrissant with the Ely Valley Extension Railway, all in the county of Glamorgan.

A notice in writing from the Great Western Railway Company, of their desire to be heard by counsel, agents, and witnesses against the proposed undertaking, was duly lodged at the Office of the Board of Trade, pursuant to the 9th section of the Act.

As it appeared to the Board of Trade that the Great Western Railway Company would be affected by the proposed undertaking, they did not proceed on the application of the promoters; and, pursuant to the 10th section of the Act, a copy of the draft certificate lodged by the promoters, and of the notice of opposition, was laid before both Houses of Parliament on 12th February 1866.

Board of Trade,
 May 1866.

W. D. Fane.

RAILWAYS.

SESSION 1866.

REPORT by the BOARD OF TRADE on the Applications to the Board under the RAILWAY COMPANIES' POWERS ACT, 1864, and RAILWAYS CONSTRUCTION FACILITIES ACT, 1864, respectively; and of the Proceedings of the Board with respect thereto.

(Presented pursuant to Act of Parliament.)

Ordered, by The House of Commons, to be Printed,

24 May 1866.

RAILWAY AND CANAL, &c. BILLS.

REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“THAT the BOARD of TRADE do present to this House a REPORT upon
the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

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South Staffordshire Railway -	15
South Western and North British Union Railways -	20
South Yorkshire Railway -	14
Spalding and Bourn Railway -	16
Stocksbridge Railway -	14
Stourbridge Railway -	15
Sunningdale and Cambridge Town Railway -	10
*Sutherland Railway -	19
Swansea and Clydach Railway -	18
Swansea Canal Transfer -	18
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*Swansea Harbour Trust -	22
*Swansea Union Railway -	18
Swansea Vale, and Neath and Brecon Junction Railway -	18
Swansea Vale Railway -	18
Talaere Pier and Harbour -	13
Tamar, Kit Hill, and Callington Railway -	12
Tavistock and Gunnislake Railway -	12

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Teme Valley Railway - - - - -	12
Thames and Severn Canal Navigation - - - - -	12
*Thames Embankment (Chelsea) - - - - -	23
Thames Embankment (North) Approaches - - - - -	23
*Thames River Purification - - - - -	23
*Thames Subway - - - - -	23
Thetford and Watton Railway - - - - -	16
*Thorpe and Great Claeton Railway and Pier - - - - -	16
Tottenham and Hampstead Junction Railway - - - - -	9
Tyne Improvement - - - - -	23
Tyne Valley Railway - - - - -	20
*Tyne, Wear, and Tees Railway - - - - -	14
Upavon and Andover Railway - - - - -	11
Uxbridge and Rickmansworth Railway - - - - -	16
Vale of Crickhowell Railway - - - - -	17
Vale of Llangollen, Llangollen and Corwen, &c., Railway Companies - - - - -	17
Vale of Llangollen Railway - - - - -	17
Vale of Neath Railway (Transfer, &c.) - - - - -	13
Vale of Towy Railway - - - - -	18
*Wandsworth Canal - - - - -	23
Wantage and Great Western Junction Railway - - - - -	11
Waterford and Limerick Railway (Arrangements) - - - - -	21
*Waterford and Limerick Railway (Extension) - - - - -	21
*Waterford, New Ross, and Wexford Junction Railway - - - - -	21
Waterloo and Whitehall Railway - - - - -	9
Watford and Edgware Junction Railway - - - - -	9
*Waveney Valley Drainage - - - - -	23
Weaver River Navigation - - - - -	23

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*Wensum Valley Railway - - - - -	16
West Bromwich and Walsall Railway - - - - -	15
West Cork, Cork and Bandon, &c., Direct Railways - - - - -	21
West Drayton and Staines Railway - - - - -	16
West Riding and Grimsby Railway (Transfer) - - - - -	14
*Whitby, Redcar, and Middlesborough Union Rail- way - - - - -	14
Whitehaven and Furness Junction, and White- haven, Cleator, and Egremont Railways - - - - -	14
*Whitstable Fishery Extension - - - - -	22
Wiltshire Railways - - - - -	11
*Wimbledon Railways - - - - -	9
Winchcomb and Midland Railway - - - - -	12
Wivenhoe and Brightlingsea Railway - - - - -	16
Wolverhampton and Bridgnorth Railway - - - - -	15
Wolverhampton and Walsall Railway (Deviations) - - - - -	15
Wolverhampton and Walsall Railway (Extension) - - - - -	15
Worcester and Birmingham Canal - - - - -	23
Worcester, Bromyard, and Leominster Railway - - - - -	12
Workshop and Doncaster Railway - - - - -	14
Wrexham and Minera Railway - - - - -	13
*Wrexham, Mold, and Connah's Quay and Hoylake Railways - - - - -	13
Wrexham, Mold, and Connah's Quay Railway (Ad- ditional Capital) - - - - -	13
Wrexham, Mold, and Connah's Quay Railway (Ad- ditional Powers) - - - - -	13
Wrexham, Mold, and Connah's Quay Railway (Deviations) - - - - -	13
Wrexham, Mold, and Connah's Quay Railway (Extensions) - - - - -	13
Wrexham, Mold, and Connah's Quay Railway (New Lines) - - - - -	13
Wycombe, Marlow, and Uxbridge Railway - - - - -	16
Wycombe Railway - - - - -	16
*Wye Valley Railway - - - - -	12

GENERAL REPORT of the BOARD of TRADE on the RAILWAY, &c.
BILLS of 1866.

THE Number of Bills deposited for this Session, which relate to RAILWAYS, CANALS, HARBOURS, DOCKS, and TIDAL WATERS in the United Kingdom, is 478, of which 417 relate to RAILWAYS.

Of those Railway Bills, 310 authorise New Lines, which may be classed as follows:

BY NEW COMPANIES.

	NUMBER OF BILLS.	LENGTH OF LINE.
England - - - -	126	1,424 miles.
Scotland - - - -	10	179 „
Ireland - - - -	6	53 „
TOTAL - - - -	142	1,656 „

BY EXISTING COMPANIES.

	NUMBER OF BILLS.	LENGTH OF LINE.
England - - - -	130	1,456 miles.
Scotland - - - -	29	349 „
Ireland - - - -	9	94 „
TOTAL - - - -	168	1,899 „

The total length of New Lines is, therefore, 3,575 miles, and there are in addition 89 miles of Deviation Lines.

	Length of New Line.		Grouping.
	M.	CHS.	
* <i>Metropolitan and St. John's Wood Railway</i> - - -	18	4	Metropolitan Railway District. North.
* <i>Metropolitan District Railway</i> - - -	—	—	
* <i>Metropolitan Railway (Additional Powers)</i> - - -	—	—	
* <i>Metropolitan Railway (Station Collecting Lines)</i> - - -	3	31	
* <i>Metropolitan Tramways</i> - - -	—	—	
* <i>Mid-London Railway</i> - - -	6	24	
<i>Muswell Hill Estate and Railways</i> - - -	1	74	
* <i>North Metropolitan Railway</i> - - -	26	37	
* <i>North Western and Charing Cross Railway</i> - - -	—	—	
* <i>Pneumatic Despatch Company (Limited)</i> - - -	—	—	
* <i>Tottenham and Hampstead Junction Railway</i> - - -	—	—	
<i>Watford and Edgware Junction Railway</i> - - -	2	46	

South.

* <i>Bricklayers' Arms and Elephant and Castle Junction Railway</i>	1	50	South.
* <i>Brixton, Clapham, and Balham Extension Railways</i> - - -	4	44	
* <i>City and London Bridge Railways</i> - - -	0	50	
<i>City, Kingston, and Richmond Railway</i> - - -	13	1	
* <i>Clapham and London Bridge Railways</i> - - -	3	75	
<i>Croydon Direct Railway</i> - - -	5	67	
<i>Croydon, Mitcham, and Kingston Railway</i> - - -	8	20	
<i>Crystal Palace and South London Junction Railway</i> - - -	5	66	
* <i>East London Railway (South Western Extension)</i> - - -	4	19	
<i>Kingston and Epsom Railway</i> - - -	7	41	
<i>London, Brighton, and South Coast Railway (Surrey Lines)</i>	15	51	
* <i>London, Chatham, and Dover, and South Eastern (Kennington, Clapham, and Brixton) Railways</i> - - -	9	71	
* <i>London, Chatham, and Dover Railway (New Lines, &c.)</i> - {	3	69	
	deviation		
	0	35	
* <i>North Surrey Railways</i> - - -	6	50	
* <i>South Eastern Railway</i> - - -	8	19	
* <i>Waterloo and Whitehall Railway</i> - - -	0	76	
<i>Wimbledon Railways</i> - - -	10	46	

The following ten Bills also affect, to some extent, the "Metropolitan Railway District," but their more important objects appear to connect them more properly with other Groups, in which they will be found, viz. :

Great Eastern Railway (Additional Powers).

Great Northern Railway (Additional Powers).

Great Western Railway.

London and North Western Railway (New Works, &c.)

London and South Western Railway (Additional Powers).

London, Brighton and South Coast Railway (Various Powers).

London, Bucks, and Gloucestershire Junction Railway.

London, Chatham, and Dover Railway (Various Powers).

Midland Railway (Additional Powers).

Midland Railway (Branches, &c.)

Grouping.	The following Bills relate to the District occupied by the South Eastern, and the London, Chatham, and Dover Railways :	Length of New Line.	
		M.	CHS.
England.			
II.			
South Eastern, and London, Chatham, and Dover Railways District.	<i>Channel Railway, Piers, and Ferry</i> - - - - -	0	6
	<i>Cray Valley Railway</i> - - - - -	10	10
	<i>Downs Docks and Canterbury Junction Railway</i> - - - - -	8	35
	<i>Elham Valley Railway</i> - - - - -	18	68
	<i>Gravesend and Farningham Railway</i> - - - - -	5	67
	<i>Hadlow Railway</i> - - - - -	4	7
	<i>International Communication between England and the Continent</i> - - - - -	0	30
	<i>London, Chatham, and Dover, and South Eastern (Bromley, Farnborough, and West Wickham) Railways</i> - - - - -	9	2
	<i>London, Chatham, and Dover Railway (Chatham Dockyard Branch)</i> - - - - -	1	37
	<i>London, Chatham, and Dover Railway (Various Powers)</i> - - - - -		
	<i>Maidstone and Ashford Railway</i> - - - - -	20	40
	<i>Medway Docks (No. 1)</i> - - - - -	0	26
	<i>Medway Docks (No. 2)</i> - - - - -	1	30
	<i>Mid-Kent and South Eastern Railway Companies</i> - - - - -	--	
	<i>New Romney Railway</i> - - - - -	13	66
	<i>Rochester Docks (Railway, &c.)</i> - - - - -	0	30
	<i>Rosherville Railways</i> - - - - -	1	42

III.			
London, Brighton, and South Coast Railway District.	The following Bills relate to the District principally occupied by the London, Brighton, and South Coast Railway :		
	<i>Brighton Pneumatic Railways</i> - - - - -	3	28
	<i>Epsom Downs Railway</i> - - - - -	2	40
	<i>Havant, Hambledon, and Droxford Railway</i> - - - - -	12	27
	<i>London and Worthing Direct Railway</i> - - - - -	36	15
	<i>London, Brighton, and South Coast Railway (St. Leonards and Hastings Lines)</i> - - - - -	7	30
	<i>London, Brighton, and South Coast Railway (Various Powers)</i> - - - - -	2	4
	<i>South Eastern, and London, Chatham, and Dover (London, Lewes, and Brighton) Railways</i> - - - - -	56	22
	<i>South Eastern Railway (London, Croydon, and Caterham Junction Railways)</i> - - - - -	6	16

IV.			
London and South Western Railway District.	The following Bills relate to the District principally occupied by the London and South Western Railway and to Railways in the Isle of Wight :		
	<i>Bridport, Lyme, and South Coast Railway</i> - - - - -	19	6
	<i>Fareham and Netley Railway</i> - - - - -	{ deviation	5 61
			1 53
	<i>London and South Western Railway (Additional Powers)</i> - - - - -	0	77
	<i>London and South Western Railway (Poole and Bournemouth Junctions)</i> - - - - -	6	6
	<i>Mid-Hants Railway</i> - - - - -	{ deviation	8 13
			17 8
	<i>Salisbury and Dorset Junction Railway</i> - - - - -	0	67
	<i>Salisbury and Yeovil Railway</i> - - - - -	4	20
	<i>Sidmouth and Budleigh Salterton Railway</i> - - - - -		
	<i>Sunningdale and Cambridge Town Railway</i> - - - - -	{ alterations	3 17

								Length of New Line.	<i>Grouping.</i>	
									<u>England.</u>	
Isle of Wight:								M.	CHS.	
<i>Ryde Pier Tramways</i>	-	-	-	-	-	-	-	0	60	IV.(A).
<i>Ryde Station and Railway</i>	-	-	-	-	-	-	-	1	7	Isle of Wight.
<i>Sandown and Newport (Isle of Wight) Railway</i>	-	-	-	-	-	-	-	6	25	

V.

The following Bills relate to Railways in Somersetshire, Wiltshire, and Berkshire:

Somersetshire,
Wiltshire, and
Berkshire.

<i>Andover, Radstock, and Bristol Railway</i> - - - - -	35	5	
<i>Berks and Hants Extension Railway</i> - - - - -	13	5	
<i>Bridgwater and Taunton Canal and Bristol and Exeter Railway</i> - - - - -			
<i>Bridgwater Railway</i> - - - - -	8	50	
<i>Bristol and Exeter Railway (Additional Powers)</i> - - - - -	0	32	
<i>Bristol and North Somerset Railway (Bristol Lines)</i> - - - - -	1	70	
<i>Bristol and North Somerset Railway (Deviation)</i> - - - - -	{	1	62 deviations
<i>Bristol and North Somerset Railway (Southern Extension)</i> - - - - -			
<i>Bristol and Portishead Pier and Railway</i> - - - - -			
<i>Bristol Harbour Junction Railway and Wharf Depôt</i> - - - - -	0	57	
<i>Bristol Port Extension Railway</i> - - - - -	0	5	
<i>Calne Railway</i> - - - - -	1	44	
<i>Castle Carey and Langport Railway</i> - - - - -	15	21	
<i>Clevedon and Portishead Railway</i> - - - - -	6	45	
<i>North and South Wiltshire Junction Railway</i> - - - - -	4	24	
<i>Somerset and Dorset and Bristol and North Somerset Railways</i>			
<i>Somerset and Dorset Railway</i> - - - - -			
<i>Upavon and Andover Railway</i> - - - - -	15	55	
<i>Wantage and Great Western Junction Railway</i> - - - - -	2	31	
<i>Wiltshire Railways</i> - - - - -			

VI.

The following Bills relate to Railways in Devon:

Devon.

<i>Bideford, Appledore, and Westward Ho' Railway</i> - - - - -	3	77	
<i>Bristol and Exeter Railway (Exe Valley Railways)</i> - - - - -	10	34	
<i>Devon and Cornwall Railway</i> - - - - -	0	50	
<i>Devon and Somerset Railway (Amendment of Acts)</i> - - - - -			
<i>Devon and Somerset Railway (Capital)</i> - - - - -			
<i>Devon and Somerset Railway (Deviation, &c.)</i> - - - - -	{	15	71 24 deviations
<i>Exe Valley Railway</i> - - - - -			
<i>Exmouth and Budleigh Salterton Railway</i> - - - - -		4	17
<i>Ilfracombe Railway</i> - - - - -			
<i>Kingsbridge Railway</i> - - - - -	{	5	40 52 deviations
<i>Launceston and South Devon Railway</i> - - - - -			
<i>South Devon Railway</i> - - - - -			
<i>Teign Valley Railway</i> - - - - -		7	37

Grouping.						Length of New Line	
						M.	CHS.
England.							
VII.							
Cornwall.	The following Bills relate to Railways in Cornwall :						
	<i>Callington and Central Cornwall Railway</i>	-	-	-	-	12	54
	<i>Calstock and Gunnislake Railway</i>	-	-	-	-	3	20
	<i>Central Cornwall Railway</i>	-	-	-	-	—	—
	<i>Delabole Railway and Bossinney Harbour</i>	-	-	-	-	4	28
	<i>Penzance and St. Just Railway</i>	-	-	-	-	11	3
	<i>Perran Railway, Pier, and Harbour</i>	-	-	-	-	6	14
	<i>Tamar, Kit Hill, and Callington Railway</i>	-	-	-	-	—	—
	<i>Tavistock and Gunnislake Railway</i>	-	-	-	-	4	20
VIII.							
Worcestershire, Herefordshire, and Gloucestershire.	The following Bills relate to Railways in Worcestershire, Herefordshire, and Gloucestershire :						
	<i>Bromyard and Hereford Railway</i>	-	-	-	-	16	29
	<i>East Gloucestershire Railway</i>	-	-	-	-	1	50
						deviation	
						12	22
	<i>Knighton Railway</i>	-	-	-	-	9	79
	<i>London, Worcester, and South Wales Railway</i>	-	-	-	-	deviations	
						4	58
	<i>Midland and Great Western Junction Railway</i>	-	-	-	-	14	22
	<i>Midland and South Wales Junction Railway</i>	-	-	-	-	13	15
	<i>Monnow Valley Railway</i>	-	-	-	-	12	40
	<i>Presteign, Clun, and Bishop's Castle Railway</i>	-	-	-	-	25	30
	<i>Ross and Tewkesbury Railway</i>	-	-	-	-	20	45
	<i>Severn Junction Railway</i>	-	-	-	-	1	59
	<i>Teme Valley Railway</i>	-	-	-	-	21	15
	<i>Thames and Severn Canal Navigation</i>	-	-	-	-	30	65
	<i>Winchcomb and Midland Railway</i>	-	-	-	-	5	60
	<i>Worcester, Bromyard, and Leominster Railway</i>	-	-	-	-	—	—
	<i>Wye Valley Railway</i>	-	-	-	-	14	75
IX.							
Shropshire.	The following Bills relate to Railways in Shropshire :						
	<i>Bishop's Castle Railway</i>	-	-	-	-	—	—
	<i>Bridgnorth, Wolverhampton, and Staffordshire Railway</i>	-	-	-	-	24	35
	<i>Drayton Junction Railway</i>	-	-	-	-	—	—
	<i>Ellesmere and Glyn Valley Railway</i>	-	-	-	-	14	60
	<i>Glyn Valley Railway</i>	-	-	-	-	6	7
	<i>Shrewsbury and North Wales, and Shrewsbury and Potteries Junction Railway Companies Amalgamation</i>	-	-	-	-	—	—
	<i>Shrewsbury and North Wales Railway (Meifod Valley Extension, &c.)</i>	-	-	-	-	14	26
						deviations	
						1	25
						alteration	
						3	22
						2	74
						deviation	
						2	40
	<i>Shrewsbury and Potteries Junction Railway (Extensions)</i>	-	-	-	-	19	10
	<i>Shrewsbury Bridges</i>	-	-	-	-	—	—

The following Bills relate to Railways in Cheshire and Flintshire, viz.:

following Bills relate to Railways in Cheshire and Flint- viz.:	Length of New Line.		Grouping — England. — X. Cheshire and Flintshire.
	M. CHS.		
<i>Buckley Railway (Additional Powers)</i> - - - - -	—		
<i>Buckley Railway (Docks, &c.)</i> - - - - -	2	19	
<i>Cambrian Docks (Railways)</i> - - - - -	0	26	
<i>Cheshire Lines</i> - - - - -	—		
<i>Chester and West Cheshire Junction Railway</i> - - - - -	14	43	
<i>Holywell (Port) Railway</i> - - - - -	3	20	
<i>Hoylelake Railway</i> - - - - -	8	10	
<i>London and North Western Railway (New Lines)</i> - - - - -	36	24	
<i>Macclesfield, Knutsford, and Warrington Railway</i> - - - - -	25	20	
<i>Manchester and Stockport Railway</i> - - - - -	7	34	
<i>North Wales, Birkenhead, and Liverpool Railway</i> - - - - -	7	4	
<i>Talacre Pier and Harbour</i> - - - - -	0	14	
<i>Wrexham and Minera Railway</i> - - - - -	—		
<i>Wrexham, Mold, and Connah's Quay and Hoylelake Railways</i> -	14	60	
<i>Wrexham, Mold, and Connah's Quay Railway (Additional Capital)</i> - - - - -	—		
<i>Wrexham, Mold, and Connah's Quay Railway (Additional Powers)</i> - - - - -	12	0	
<i>Wrexham, Mold, and Connah's Quay Railway (Deviations)</i> - {	{ deviations 8 33		
<i>Wrexham, Mold, and Connah's Quay Railway (Extensions)</i> - {	{ 7 20 deviations 1 30		
<i>Wrexham, Mold, and Connah's Quay Railway (New Lines)</i> -	17	70	

The following Bills relate to Railways in Lancashire :

XI.
Lancashire.

<i>Birkenhead and Liverpool Junction Railway</i> - - - - -	6	0
<i>Birkenhead and Liverpool Railways</i> - - - - -	15	28
<i>Fleetwood, Preston, and West Riding Junction Railway</i> - - - - -	28	2
<i>Heysham Pier Company (Railways)</i> - - - - -	6	60
<i>Lancashire and Yorkshire Railway (Extension of Time, &c.)</i> - - - - -	—	
<i>Lancashire and Yorkshire Railway (North Lancashire Loop Line)</i> - - - - -	12	10
<i>Lancashire Union Railways</i> - - - - -	3	72
<i>Liverpool Central Station Railway</i> - - - - -	—	
<i>Liverpool Tramways</i> - - - - -	—	
<i>London and North Western Railway (New Works, &c.)</i> - - - - -	—	
<i>Manchester and North Lancashire Railway</i> - - - - -	44	59
<i>Manchester, Sheffield, and Lincolnshire Railway (Liverpool Extension)</i> - - - - -	—	
<i>Mersey Pneumatic Railway</i> - - - - -	1	28

Grouping.

England.

XII.
Northumberland,
Durham, and
North Yorkshire.

The following Bills relate to Railways in Northumberland, Durham, and North Yorkshire :

Length of
New Line.

M. CHS.

<i>Craven Junction Railway</i> - - - - -	6	60
<i>Hexham and Allendale</i> - - - - -		
<i>Merrybent and Darlington Railway</i> - - - - -	6	52
<i>Middlesborough, Stockton, and Billingham Railways</i> - - - - -	7	20
<i>North Eastern Railway (Durham New Lines, &c.)</i> - - - - -	3	50
<i>North Eastern Railway (Gilling, Helmsley, and Pickering Branch)</i> - - - - -	16	58
<i>North Eastern Railway (Leeds and Wetherby Branch)</i> - - - - -	10	51
<i>North Eastern Railway (Yorkshire, New Lines, &c.)</i> - - - - -	14	20
<i>Sedbergh and Hawes Railway</i> - - - - -	17	0
<i>Skipton and Ilkley Railway</i> - - - - -	11	58
<i>Skipton and Wharfedale Railway</i> - - - - -	67	51
<i>Tyne, Wear, and Tees Railway</i> - - - - -	38	27
<i>Whitby, Redcar, and Middlesborough Union Railway</i> - - - - -	15	69

XIII.
Cumberland,
Westmorland,
West Yorkshire,
and North Lan-
cashire.

The following Bills relate to Railways in Cumberland, Westmorland, West Yorkshire, and North Lancashire :

<i>Brampton and Longtown Railway</i> - - - - -	12	38
<i>Furness Railway</i> - - - - -	9	52
<i>Furness and Whitehaven and Furness Junction Railway Company</i> - - - - -		
<i>London and North Western and Cockermouth and Workington Railway Companies</i> - - - - -		
<i>London and North Western and Whitehaven Junction Railway Companies</i> - - - - -		
<i>Maryport and Carlisle Railway</i> - - - - -	2	35
<i>Midland Railway (Settle to Carlisle)</i> - - - - -	79	56
<i>Solway Junction Railway (Branches)</i> - - - - -	12	27
<i>Solway Junction Railway (Capital)</i> - - - - -		
<i>Whitehaven and Furness Junction, and Whitehaven, Cleator, and Egremont Railways</i> - - - - -	4	63

XIV.
South Yorkshire
and Derbyshire.

In the South Yorkshire and Derbyshire :

<i>Bradford and Colne Railway</i> - - - - -	18	1
<i>Bradford, Eccleshill, and Idle Railway</i> - - - - -	3	40
<i>Huddersfield and Halifax Railway</i> - - - - -	6	45
<i>Hull and Hornsea and North Eastern Railways</i> - - - - -		
<i>Hull, West Yorkshire, and Lancashire Railway</i> - - - - -	22	60
<i>Lancashire and Yorkshire Railway (West Riding Branches, &c.)</i> - - - - -	13 4 1 14	widening
<i>Macclesfield and Buxton and Sheffield Junction Railway</i> - - - - -	10	20
<i>Sheffield, Buxton, and Liverpool Railway</i> - - - - -	31	2
<i>South Yorkshire Railway</i> - - - - -	6 40	deviation
<i>Stocksbridge Railway</i> - - - - -	1	71
<i>West Riding and Grimsby Railway (Transfer)</i> - - - - -		
<i>Worksop and Doncaster Railway</i> - - - - -	15	78

The following Bills relate to Railways in Staffordshire, Warwickshire, and Leicestershire :

	Length of New Line		Grouping. <u>England.</u>
	M.	CHS.	
<i>Birmingham and Sutton Coldfield Extension Railway</i> -	19	46	XV. Staffordshire, Warwickshire, and Leicestershire.
	0	64	
<i>Cannock Chase and Wolverhampton Railway (Hednesford Extension)</i> - - - - -	3	17	
<i>Cannock Chase and Wolverhampton Railway (Midland Railway Extension)</i> - - - - -	15	57	
<i>Cannock Chase Railway Extension</i> - - - - -	4	20	
<i>Coventry and Midland Junction Railway</i> - - - - -	9	20	
<i>Drayton Junction Railway (Extension)</i> - - - - -	16	20	
<i>Halesowen and Bromsgrove Branch Railways</i> - - - - -	6	20	
<i>Harborne Railway</i> - - - - -	2	74	
<i>London and North Western and Midland Counties Coal Fields Railway</i> - - - - -	54	20	
<i>Longton, Adderley Green, and Bucknall Railway</i> - - - - -	4	70	
<i>Melton, Loughborough, and Ashby-de-la-Zouch Railway</i> - - - - -	21	30	
<i>Midland Railway (Additional Powers)</i> - - - - -		—	
<i>Midland Railway (Ashby and Nuneaton, &c.)</i> - - - - -	25	0	
<i>Midland Railway (Branches, &c.)</i> - - - - -	19	6	
	1	12	
<i>Midland Railway (South Staffordshire Extensions)</i> - - - - -	25	59	
<i>South Staffordshire and London Railway</i> - - - - -	31	7	
<i>South Staffordshire Railway</i> - - - - -		—	
<i>Stourbridge Railway</i> - - - - -	7	71	
<i>West Bromwich and Walsall Railway</i> - - - - -	6	17	
<i>Wolverhampton and Bridgnorth Railway</i> - - - - -	13	78	
<i>Wolverhampton and Walsall Railway (Deviations)</i> - - - - -	1	20	
	2	64	
<i>Wolverhampton and Walsall Railway (Extension)</i> - - - - -	4	45	

XVI.

The following Bills relate to Railways in Lincolnshire and Huntingdonshire :

Lincolnshire and
Huntingdonshire.

<i>Axholme and Marshland Railway</i> - - - - -	26	21
<i>Great Eastern, Great Northern, and Manchester, Sheffield, and Lincolnshire Railway Companies</i> - - - - -		—
<i>Great Northern and Great Eastern Railway Companies Arrangements (Spalding to Lincoln)</i> - - - - -	29	55
<i>Great Northern and Manchester, Sheffield, and Lincolnshire Railways (Haxey to Goole)</i> - - - - -	25	25
<i>Great Northern Railway (Additional Powers)</i> - - - - -	3	0
<i>Hatfield Chase, Warping and Improvement (Railway)</i> - - - - -	3	25
<i>Louth and Lincoln Railway</i> - - - - -	20	72
<i>Lynn and Sutton Bridge Railway (Works at King's Lynn)</i> - - - - -	0	70
<i>Lynn and Sutton Bridge, Spalding and Bourn, and Norwich and Spalding Railway Companies</i> - - - - -		—

<u>Grouping.</u>								Length of New Line.
<u>England.</u>								M. CHS.
	<i>Manchester, Sheffield, and Lincolnshire and Great Eastern Railway Companies</i> - - - - -							—
	<i>Manchester, Sheffield, and Lincolnshire Railway</i> - - -							—
	<i>Manchester, Sheffield, and Lincolnshire Railway (Additional Powers)</i> - - - - -							{ widening 0 33 4 22
	<i>Manchester, Sheffield, and Lincolnshire Railway (Central Station and Lines)</i> - - - - -							
	<i>Manchester, Sheffield, and Lincolnshire Railway (New Lines)</i>							9 51
	<i>Peterborough, Wisbeach, and Sutton Railway</i> - - -							—
	<i>Spalding and Bourn Railway</i> - - - - -							20 60

XVII.

Northamptonshire,
Bedfordshire, and
Buckinghamshire.

The following Bills relate to Railways in Northamptonshire, Bedfordshire, and Buckinghamshire:

<i>Bedford and Northampton Railway</i> - - - - -	3	55
<i>Colnbrook Railways</i> - - - - -	5	77
<i>East and West Junction Railway (Capital)</i> - - -	—	—
<i>East and West Junction Railway (Hitchin Extension)</i> -	38	46
<i>East and West Junction Railway (Southam Extension)</i> -	3	43
<i>Great Northern Railway (Hertford to Stevenage)</i> -	11	30
<i>Hemel Hempsted and London and North Western Railway</i> -	9	11
<i>London, Bucks, and Gloucestershire Junction Railway</i> -	45	50
<i>Newport Pagnell Railway</i> - - - - -	12	72
<i>Northampton and Banbury Junction Railway</i> - - -	35	61
<i>Southam Railway</i> - - - - -	1	59
<i>Uxbridge and Rickmansworth Railway</i> - - - - -	—	—
<i>West Drayton and Staines Railway</i> - - - - -	5	53
<i>Wycombe, Marlow, and Uxbridge Railway</i> - - - - -	14	70
<i>Wycombe Railway</i> - - - - -	—	—

XVIII.

Great Eastern
Railway District.

The following Bills relate to Railways in the District of the Great Eastern Railway:

<i>Blyth Valley Railway</i> - - - - -	8	52
<i>Dagenham Dock Railways</i> - - - - -	5	66
<i>East Norfolk Railway</i> - - - - -	18	13
<i>Great Eastern Railway (Additional Powers)</i> - - -	2	27
<i>Great Yarmouth Fish Wharves and Tramways</i> - - -	2	8
<i>Mistley, Thorpe, and Walton Railway</i> - - - - -	12	72
<i>South Essex Railway</i> - - - - -	5	30
<i>Thetford and Watton Railway</i> - - - - -	8	73
<i>Thorpe and Great Clacton Railway and Pier</i> - - -	4	60
<i>Wensum Valley Extension Railways</i> - - - - -	32	39
<i>Wensum Valley Railway</i> - - - - -	{ deviation	0 47
<i>Wivenhoe and Brightlingsea Railway</i> - - - - -		—

The following Bills relate to Railways in Wales and Monmouthshire:

						Length of New Line.	
In North and Central Wales :						M.	CHS.
<i>Anglesey Central Railway</i>	-	-	-	-	-	{	4 19
							deviation 1 20
<i>Bangor and Llanberis Direct Railway</i>	-	-	-	-	-		6 73
<i>Beddgelert Railway</i>	-	-	-	-	-	{	2 10
							deviation 2 10
<i>Cambrian and other Railway Companies (Amalgamation, &c.)</i>							—
<i>Cambrian Railways (New Works)</i>	-	-	-	-	-		12 28
<i>Cambrian Railways (Steamboats)</i>	-	-	-	-	-		—
<i>Central Wales Extension Railway</i>	-	-	-	-	-		—
<i>Knighton, Central Wales, and Central Wales Extension Railways</i>	-	-	-	-	-		—
<i>Mid-Wales Railway</i>	-	-	-	-	-		—
<i>Mold and Denbigh Junction Railway (Branches, &c.)</i>	-					{	9 7
							deviation 3 31
<i>Mold and Denbigh Junction Railway (Llandudno Extension)</i>							22 10
<i>Vale of Llangollen, Llangollen and Corwen, &c. Railway Companies</i>	-	-	-	-	-		—
<i>Vale of Llangollen Railway</i>	-	-	-	-	-		31 20

In South Wales and Monmouthshire :

Eastern District.

<i>Brecon and Merthyr Tydfil Junction Railway (Northern Lines)</i>	23	34
<i>Brynmawr and Blaenavon Railway</i> - - - - -	5	18
<i>Bute Docks, Cardiff</i> - - - - -	2	30
<i>Cardiff and Newport Railway and Pier</i> - - - - -	14	42
<i>Great Western Railway</i> - - - - -	26	26
<i>Merthyr, Tredegar, and Abergavenny Railway</i> - - - - -		—
<i>Newport (Monmouth) Borough</i> - - - - -		—
<i>Pontypool, Caerleon, and Newport Railway</i> - - - - -	4	40
<i>Sirhowy Extension Railway</i> - - - - -	12	5
<i>Vale of Crickhowell Railway</i> - - - - -		14 68 deviation 2 49 alteration 2 10

Grouping.

Wales.

XIX.

North and Central
Wales.

XX.

Eastern District.

Grouping.

Length of
New Line.

Wales.

Middle District :

M. CHS.

XXI.
Middle District.

<i>Aberdare and Central Wales Junction Railway</i>	-	-	-	13	14
<i>Aberdare Northern Railway</i>	-	-	-	22	58
<i>Aberdare Valley and Caerphilly Junction Railway</i>	-	-	-	11	28
<i>Afon Valley Railway</i>	-	-	-	-	-
<i>Barry Railway (Alteration)</i>	-	-	-	8	33
<i>Barry Railway (Penarth and Cardiff Extension)</i>	-	-	-	3	73
<i>Brecon and Llandovery Junction Railway</i>	-	-	-	-	-
<i>Brecon and Merthyr Tydfil Junction Railway (Amalgamations)</i>	-	-	-	-	-
<i>Brecon and Merthyr Tydfil Junction Railway (Capital)</i>	-	-	-	-	-
<i>Brecon and Merthyr Tydfil Junction Railway (Southern Lines)</i>	-	-	-	26	25
<i>Ely Valley and Vale of Neath Junction Railway</i>	-	-	-	10	36
<i>Ely Valley Railway</i>	-	-	-	7	24
<i>Llantrissant and Taff Vale Junction Railway</i>	-	-	-	9	67
<i>Llynvi Valley and Ogmore Valley Railway Companies</i>	-	-	-	-	-
<i>Llynvi Valley Railway</i>	-	-	-	2	61
<i>Neath and Brecon Railway, and other Companies</i>	-	-	-	-	-
<i>Neath and Brecon Railway (Capital)</i>	-	-	-	-	-
<i>Neath and Brecon Railway (New Line)</i>	-	-	-	4	26
<i>Ogmore Valley Railways (No. 1)</i>	-	-	-	17	69
<i>Ogmore Valley Railways (No. 2)</i>	-	-	-	12	64
<i>Rhymney Railway</i>	-	-	-	4	14
<i>Vale of Neath Railway (Transfer, &c.)</i>	-	-	-	-	-

XXII.

Western District.

Western District.

<i>Carmarthen and Cardigan Railway</i>	-	-	-	-	-
<i>Kidwelly and Burry Port Railway and Burry Port Amalgamation</i>	-	-	-	-	-
<i>Laugharne Railway</i>	-	-	-	5	39
<i>Llanelly Railway and Dock</i>	-	-	-	-	-
	-	-	-	0	43
<i>Pembroke and Tenby Railway</i>	-	-	-	15	60
<i>Saint Bride's Bay Railway</i>	-	-	-	7	2
<i>Swansea Canal Transfer</i>	-	-	-	-	-
<i>Swansea and Clydach Railway</i>	-	-	-	4	47
<i>Swansea General Railway Station and Hotel</i>	-	-	-	0	24
<i>Swansea Union Railway</i>	-	-	-	8	31
<i>Swansea Vale, and Neath and Brecon Junction Railway</i>	-	-	-	-	-
<i>Swansea Vale Railway</i>	-	-	-	5	52
<i>Vale of Towy Railway</i>	-	-	-	-	-

Grouping.

SCOTLAND.

Scotland.

The Bills relating to Scotland may be classed in the following manner:

Northern District:						Length of New Line.	
						M.	CHS.
<i>Ardrishaig and Loch Awe Railway</i>	-	-	-	-	-	38	43
<i>Caithness Railways</i>	-	-	-	-	-	21	60
<i>East Strathmore Railway</i>	-	-	-	-	-	32	37
<i>Fochabers and Garmouth Railway</i>	-	-	-	-	-	—	—
<i>Great North of Scotland Railway</i>	-	-	-	-	-	—	—
<i>Highland Railway</i>	-	-	-	-	-	11	68
<i>Morayshire Railway</i>	-	-	-	-	-	—	—
<i>Sutherland Railway</i>	-	-	-	-	-	{ deviation	5 68

XXIII.
Northern District.

Central District:

XXIV.
Central District.

<i>Bo'ness, Grangemouth, and South Alloa Junction Railway</i>	-	21	61
<i>Caledonian and Scottish North Eastern Railway Companies</i>	-	—	—
<i>Caledonian Railway (Corstorphine Junction)</i>	-	2	40
<i>Caledonian Railway (Edinburgh and Larbert Junction Railway, and Branches)</i>	-	23	73
<i>Caledonian Railway (Edinburgh Station)</i>	-	0	21
<i>Caledonian Railway (Kilsyth Branches)</i>	-	13	36
<i>Caledonian Railway (Works at Dundee)</i>	-	2	24
<i>Devon Valley and North British Railway Companies (Arrangements)</i>	-	—	—
<i>Devon Valley and North British Railway Companies (Branches)</i>	-	14	42
<i>Esk Valley Railway</i>	-	—	—
<i>Forth and Clyde Junction and Caledonian Railway Companies</i>	-	—	—
<i>Forth and Clyde Junction and North British Railway Companies</i>	-	—	—
<i>Grangemouth Forth Docks and Railways</i>	-	3	54
<i>Leven and East of Fife Railway</i>	-	3	5
<i>Newport Railway</i>	-	6	11
<i>North British and Bridge of Allan Railway</i>	-	2	36

Grouping. —

Scotland.

Length of
New Line.

M. CHS.

Central District
(continued).

[illegible]

XXV.

Southern District.

Southern District:

[illegible]

		Grouping.	
		Ireland.	
		XXVI.	
		Northern District.	
IRELAND.		Length of New Line.	
The Bills relating to Ireland may be divided into the following Groups :		M.	CHS.
Northern District :			
<i>Banbridge Extension Railway</i>	- - - - -	-	-
<i>Belfast Central Railway (Belfast Corporation)</i>	- - - - -	-	-
<i>Downpatrick, Dundrum, and Newcastle Railway</i>	- - - - -	11	35
<i>Dublin and Antrim Junction Railway</i>	- - - - -	-	-
<i>Great Northern and Western (of Ireland) Railway</i>	- - - - -	-	-
<i>Letterkenny and Londonderry and Lough Swilly Railways</i>	- - - - -	-	-
<i>Midland Great Western Railway (of Ireland)</i>	- - - - -	-	-
<i>Navan and Kingscourt Railway</i>	- - - - -	15	10
<i>Newry and Armagh Railway</i>	- - - - -	-	-
<i>Newry and Greenore Railway</i>	- - - - -	-	-
<i>Rostrevor Extension Railway</i>	- - - - -	2	32
<i>Sligo and Ballaghaderreen Junction Railway</i>	- - - - -	-	-
Southern District :			
<i>Bray and Enniskerry Railway</i>	- - - - -	3	30
<i>Cashel Junction Railway</i>	- - - - -	8	00
<i>Central Ireland Railways</i>	- - - - -	36	00
<i>Cork and Youghal Railway</i>	- - - - -	-	-
<i>Cork Harbour and Curraghbinny Extension Railway</i>	- - - - -	5	70
<i>Dublin and Kingstown Railway (Lease)</i>	- - - - -	-	-
<i>Dublin, Rathmines, &c. Railway</i>	- - - - -	17	20
<i>Dublin Southern Docks</i>	- - - - -	0	26
<i>Dublin Trunk Connecting Railway</i>	- - - - -	1	40
<i>Great Southern and Western Railway</i>	- - - - -	0	40
<i>Limerick and Castle Connel Railway</i>	- - - - -	0	65
<i>Midland Counties and Shannon Junction Railway</i>	- - - - -	-	-
<i>Parsonstown and Portumna Bridge Railway</i>	- - - - -	-	-
<i>Southern Railway</i>	- - - - -	{ 10 15 deviation 1 20	
<i>Waterford and Limerick Railway (Arrangements)</i>	- - - - -	-	-
<i>Waterford and Limerick Railway (Extension)</i>	- - - - -	10	14
<i>Waterford, New Ross, and Wexford Junction Railway</i>	- - - - -	23	59
<i>West Cork, Cork and Bandon, &c. Direct Railways</i>	- - - - -	-	-

Grouping.England.

The following Bills, not included in the foregoing groups, relate to Canals, Harbours, Docks, or Tidal Waters :

ENGLAND.

Harbours, Docks,
and Piers

Harbours, Docks, and Piers :

Barry Harbour.

Brean Down Docks.

Brighton West Pier.

Dagenham (Thames) Dock.

Downs Docks.

Great Yarmouth Haven, Port and Rivers.

Harwich Harbour Estate and Lands Improvement.

Hull Corporation and Dock Company.

Hull Docks.

Maryport Improvement, Harbour and Dock.

Mersey Docks and Harbour Board (Outer Works Alteration).

Mersey Docks and Harbour Board (Shore Road Purchase, &c).

Newhaven Harbour and Docks.

New Milford Docks.

Pagham Harbour.

Swansea Harbour Trust.

Fisheries.

Fisheries :

Herne Bay Fishery.

Roach Oyster Fishery.

Roach River Fishery.

Whitstable Fishery Extension.

Miscellaneous.

Miscellaneous :

Bromsgrove and Droitwich Water.

Combmartin and Ilfracombe Road.

Ebbw Vale, Beaufort, &c. Water.

Holderness Embankment and Reclamation.

Holyhead Water.

Holy Island, &c. Reclamation.

Houses of Parliament Approaches.

*Liverpool Corporation Water.**London (City) Corporation Gas.**Metropolis Sewage and Essex Reclamation.**Middlesborough Extension and Improvement.**Newcastle and Gateshead Water.**North Walsham and Dilham Canal.**Putney and Fulham New Bridge.**Redheugh Bridge and Approaches.**South Essex Estuary and Reclamation.**Thames Embankment (Chelsea).**Thames Embankment (North) Approaches**Thames River Purification.**Thames Subway.**Tyne Improvement.**Wandsworth Canal.**Waveney Valley Drainage.**Weaver River Navigation.**Worcester and Birmingham Canal.*

Scotland :

*Ardmore Harbour.**Burntisland Harbour and Dock.**Clyde Naviagtion.**Forth and Clyde Navigation.**Glasgow Bridges.**Glasgow Corporation Water.**Greenock Harbour.**Montrose Harbour.*

Ireland :

*Blackwater (Youghal) Wooden Bridge.**Bray Improvement.**Cork Harbour.**Cork (Port) Conservancy.**Dublin Corporation Water.**Dublin Port Acts Amendment.**Dublin Port (Docks).**Kingstown Embankment.**Grouping.**England.**Miscellaneous —
(continued).**Scotland.**Ireland.*

AMALGAMATION, SALE, AND LEASE.

*Amalgamation,
Sale, and Lease.*

My Lords think it desirable to draw the attention of the Select Committees on Railway Bills to the following paragraphs from the Fifth Report of the Select Committee of the House of Commons on Railway and Canal Bills of the Session of 1853.

At page 6 of that Report it is stated that, "It is also to be observed, that while actual amalgamation requires the consent of Parliament, combination of interest, under private agreement, is a matter of constant occurrence, and produces to a certain extent, the same result as regards the public convenience, establishing a community of purpose between two or more Companies, and enabling the managers of those Companies to exercise over the traffic a combined control. It has been contended by some of the witnesses, that since it is not possible wholly to prevent this kind of combination, it is idle to refuse the formal sanction of Parliament to the principle of amalgamation. But your Committee are of opinion that there is a wide difference between arrangements of this nature and actual amalgamation by Parliamentary enactment. The latter once conceded, no change can be made, if at any subsequent time, either from a change of circumstances or from a change of management, it becomes desirable again to divide the Companies which have been thus united. But if working arrangements not now valid in law, shall be sanctioned by Parliament under definite conditions, and for limited periods, capable of being renewed by the same authority when approaching the term of their existence, it will be in the power of the Companies to contract alliances useful for the conduct of traffic, while it will be open to Parliament to interfere for the prevention of permanent public mischief."

And at page 8 it is observed that, "with a view therefore of securing to the Railway Companies, and to the public, as far as may be possible, all the advantages of amalgamation, and yet of retaining in the hands of Parliament all the power which it may be necessary to employ in future for better securing, from time to time, the application of railway facilities to the general good of the community, your Committee would advise that working arrangements for a time to be limited, confirming intimate relations between different Companies on the subject of the regulation of their traffic and the division of the proceeds, may with propriety be sanctioned."

And amongst the general recommendations was the following, numbered 5, at pages 20 and 21 of the Fifth Report, viz.:

"That working arrangements between different Companies for the regulation of traffic and the division of profits should be sanctioned, under proper conditions, and for limited periods; but that amalgamation of Companies should not be sanctioned, except in minor or special cases, where it clearly appears to the Standing [Select?] Committee that the true and only object of such amalgamation is improved economy of management, and consequent advantage to the public."

The foregoing remarks appear to be applicable to a sale, or a lease for a long term, as well as to amalgamation.

The conditions which Parliament has in recent Sessions attached to the grant of powers to Railway Companies to enter into working and traffic arrangements have, with a view to uniformity, been made the subject of a general enactment, and form Part III. of "The Railways Clauses Act, 1863."

My Lords would also suggest that in all cases of Bills by which amalgamation, sale, or lease for a long term, may be sanctioned, provisions should be inserted to prevent the Railway Company so acquiring extended control from using their powers to interfere with the natural flow of traffic over the most convenient routes, and to secure that the local interests of the public shall be regarded. The tolls might, moreover, be revised, with a view to assimilating the rates for the several lines to be united.

Provisions

Provisions for these purposes were inserted in "The Lancashire and Yorkshire and East Lancashire Railways Amalgamation Act, 1859," sections 48, 63-73, and 78. *Amalgamation, Sale, and Lease.*

My Lords would further observe, that when Railway Companies apply to Parliament for increased privileges, an opportunity is afforded for a review of the manner in which they have exercised their powers, in order that any existing grievances may be remedied before these additional powers are granted.

In some of the Bills, the amalgamation, sale, or lease is not at once effected on the passing of the Act; but power is given to the Companies to make the transfer at a future time, to be agreed upon between them. *Public notice of Transfer.*

As it is desirable that the authorities who have to enforce the obligations attaching to the ownership of the Railway (with respect to returns of traffic and accidents, cheap trains, level crossings, &c.), and the public generally, concerned with the traffic of the line, should be informed when the transfer takes place, it might be proper to require, in all cases of such future powers as have been mentioned, that within a specified time (say 21 days), after the execution of a lease, sale, or agreement for amalgamation, a notice thereof shall be inserted in the Gazette (London, Edinburgh, or Dublin, as the case may be), and a certified copy of such instrument, together with a copy of the Act, shall be and remain deposited for public inspection at the principal offices of the Companies, parties to the arrangement, and with the clerks of the peace of the several counties into which the works of the respective Companies extend, in manner and for the purposes required by "The Railways Clauses Consolidation Act, 1845" (c. 20, s. 162, or c. 33, s. 153, as the case may be).

A provision of this kind will be found in "The Great Eastern Railway Act, 1862," sections 289, 290.

RUNNING POWERS.

With respect to running powers, or, in other words, the conceding to one Company powers of traversing, without consent, the lines of another, the Select Committee of 1853 remarked in their Fourth Report (page 6), "This practice has always been regarded as questionable from considerations of public safety, and your Committee advise that the attention of the Select Committee upon each Bill should in every case be specially directed to this subject, and that running clauses should be admitted with great caution, and only in cases where it is clearly shown that the apparently hostile clauses are not inserted as a cloak for amalgamation; and also that effectual security may be and has been taken for conducting the traffic without danger, if the Companies continue independent of each other." *Running Powers.*

Accordingly the above-mentioned Fifth Report of the Select Committee of 1853, contained the following recommendation with respect to running powers, numbered 6, at pages 20 and 21, viz.:

"That running powers should generally be discouraged on the score of danger, and conceded only in cases where the public object of free transit from one system to another cannot practically be insured by other means."

My Lords would also observe, that the necessity there may formerly have been for allowing running powers may be considered to be now, to some extent, obviated by the Railway and Canal Traffic Act of 1854, 17 & 18 Vict. c. 31, which requires Railway Companies to afford all reasonable facilities for the transmission, on their lines, of traffic passing from and to lines in connexion with them, and by special provisions for ensuring the due transmission of traffic by through booking, through conveyance, &c., which may be adopted when

Running Powers.

proper cases are presented. It may therefore be assumed that running powers are now only practically necessary in cases where a Company requires to pass for a short distance over the line of another Company to reach a station at which to deposit and receive traffic, or when such short piece of line is a link necessary for the completion of a special railway system.

RAILWAY AND CANAL COMPANIES.

Railway and Canal Companies.

In the case of some of the Bills of the present Session by which it is proposed to authorise the union, or arrangements for the joint working, of the undertakings of two or more Companies, it may be found that some of the Companies in question are owners or lessees of, or exercise control over canals, which are, in some cases, the key of the water communication of the district in which they are situated.

My Lords would point out that in such cases the proposed power to enter into arrangements might enable the Companies to form combinations, involving new or increased inducements to divert traffic from Canals, which are under the control of any of the contracting Companies, to Railways, and so might lead to impediments being thrown in the way of the public desirous of using the Canals as part of a continuous line of water communication.

As to the particular Bills in which precautions should be adopted against the mischief above referred to, and as to the particular precautions which should be adopted in any case (whether by limiting the charges which the contracting Companies may make on their Canals to rates not exceeding those which they may be charging at the passing of the Bill, or by subjecting the Canal rates to revision at any time by a public department, or by requiring publicity to be given to agreements, or otherwise), my Lords do not make any suggestion, as they do not possess the opportunities which the Committee on the Bill will have of examining the circumstances of each case, and of hearing all parties interested.

DIMENSIONS OF BRIDGES.

Dimensions of Bridges.

With regard to some Bills for new works, my Lords are desirous of calling attention to the fact that power is sought in them to make the dimensions of the bridges by means of which public roads are proposed to be carried under the Railway smaller than those laid down in the Railways Clauses Consolidation Acts. My Lords would observe, for the consideration of the Select Committees, that the vertical dimensions laid down in that Act were fixed with reference to the ordinary heights of the loads of vehicles; that a power of this description will have the effect of limiting the traffic on the roads on which it is granted in perpetuity; that unless a Railway Bill is affected by some rival interest, proposals of this nature are frequently not opposed, because the representatives of the local interests and the private persons chiefly affected by them cannot afford to incur the expense attendant upon Parliamentary contests; and that therefore great caution should be exercised in allowing any departure from the rules laid down by the Railways Clauses Consolidation Acts of 1845; for, as regards the width of bridges, it is to be remembered that those Acts (c. 20, s. 51, and c. 33, s. 44) themselves permit reduced dimensions, if justified by the narrowness of the existing roads.

With respect to cases in which the width of bridges under or over the Railway is to be expressly authorised to be less than that prescribed by the General Act, it may deserve consideration whether there should not always be inserted in the Bill a proviso to the following effect, viz.:

“ Provided always, that if at any time after the construction of the Railway the average available width of any of the said roads respectively shall be increased beyond the width of the bridge provided for the same respectively, on either side thereof, the Company shall be bound at their own expense to increase the span or width of that bridge to such extent as may be required by the

“ trustees

“trustees or surveyors of such road, not exceeding the width of such road as
 “so widened, or the maximum width required for a bridge in the like case by
 “The Railways Clauses Consolidation Act, 1845.”

*Dimensions of
Bridges.*

A clause to that effect is contained in “The South Western Railway (Works and Capital) Act, 1858,” s. 25.

WORKS AFFECTING FORESHORE OR TIDAL WATERS.

In the case of works affecting the rights of the Crown in the foreshore between high and low water-mark, or affecting tidal waters, it is the policy of Parliament, in order to secure for the protection of the Crown rights and of navigation, due consideration of the works *as they will be actually constructed*, to require that any such work shall be constructed, or afterwards altered, only according to such plan, and under such restrictions and regulations, as the Commissioners of Her Majesty’s Woods, Forests, and Land Revenues, and the Board of Trade (to which Department the jurisdiction as to tidal waters was transferred from the Admiralty in 1862), shall severally approve of in writing.

*Works affecting
Foreshore or
Tidal Waters.*

In practice, effect is given to that object, by incorporating in the Special Act either “The Railways Clauses Consolidation Act, 1845” (c. 20 or c. 33), or “The Harbours, Docks, and Piers Clauses Act, 1847” (c. 27).

Sec. 17 of each of the two Acts of 1845, and Sec. 12 of the Act of 1847, relate to the assent of the two Public Departments to the intended work.

Power is thus reserved to each of those Departments to require working drawings of the work, as it will be actually constructed, to be submitted to them for approval.

More recently, a general Act (“The Railways Clauses Act, 1863”) has been passed, which, with a view to securing uniformity, contains (amongst other provisions) clauses relating to the protection of navigation (Sects. 13–19); to which effect is to be given by the incorporation of those clauses in the Special Act in proper cases.

Section 14 of that Act of 1863, provides that “where the Company is authorised or required by the Special Act to construct a bridge over a navigable tidal water, and the Special Act does not make express provision respecting the span or spans thereof, then the Company shall construct the same with a span or spans of such headway and waterway, and with such opening span or spans (if any), and according to such plan, as the Board of Trade directs or approves.”

Cases, however, have occurred in which, the incorporation of the Clauses Consolidation Acts in the Special Act having been qualified by the addition of words, such as “so far as the provisions of those Acts are not varied or excepted by the provisions of this [the Special] Act,” the promoters have alleged that, by the addition of those words, they were authorised to execute their works according to the deposited plan and section, without any power of modification by the Commissioners of Woods, or by the Board of Trade. This impression not unfrequently exists when the dimensions of a work, though not specified in the Act, are set forth in the section referred to in the Act.

In order to obviate doubt as to the application of the above-mentioned general Acts, and to point the attention of the promoters to their obligations under the enactments above referred to, it is desirable, that, in the qualifying words above mentioned, should be inserted “expressly” before “varied,” &c.; and that the clause in each Bill which authorises the execution of works affecting the foreshore or tidal waters, according to the deposited plans and sections, should also contain such words as “subject and without prejudice to the provisions of the incorporated Acts and parts of Acts.”

Attention will be called to these points in the Special Reports on the Bills in which they arise.

PRIORITY OF MORTGAGES.

Priority of Mortgages.

Having regard to the powers of borrowing which Railway Companies are enabled by "The Railway Companies Powers Act, 1864," to obtain by Certificate of the Board of Trade for raising additional capital, it appears to be a question whether some modification is not desirable (for the purpose of more clearly including mortgages to be created under such Certificates) in the terms of the two clauses which are usually adopted by Parliament for declaring the priority of mortgages *inter se*, and over other claims on account of debt.

The ordinary forms of those two clauses appear to be as follows :

Existing Mortgages to have priority.

1. "All mortgages granted by the Company *in pursuance of the powers of any Act of Parliament* before the passing of this Act, and which shall be subsisting at the time of the passing thereof, shall during the continuance of such mortgages have priority over any mortgages to be granted by virtue of this Act."

Monies borrowed on mortgage to have priority.

2. "All monies to be borrowed on mortgage under this Act, *or under any former Act authorising the Company to borrow money on mortgage* from the time when the said monies shall be advanced, and the interest for the time being due thereon shall, subject to the priority hereby given to existing mortgages, have priority against the Company, and the property from time to time of the Company, over all claims on account of any debts incurred or to be incurred, or engagements entered into or to be entered into by them," &c.

It must have been the intention of Parliament, in passing "The Railway Companies Powers Act, 1864," to render, in the cases specified in that Act, the more expensive process of an application to Parliament unnecessary, by enabling Railway Companies to obtain by Certificate under that Act powers equivalent to those which would be conferred by a special Act for the same purposes.

It seems, therefore, to my Lords to deserve consideration whether, in order to obviate doubt which might otherwise arise as to the position of mortgages granted in pursuance of the powers of a Certificate, the priority of such mortgages should not be expressly referred to in the two clauses above-mentioned, together with the priority of mortgages granted in pursuance of the powers of any Act of Parliament.

For this purpose there might, perhaps, be usefully added, after "any Act of Parliament" in the first of the two clauses, and after "any former Act" in the other clause, such words as "or any Certificate of the Board of Trade under 'The Railways Companies Powers Act, 1864.'"

METROPOLITAN RAILWAY SCHEMES.

Metropolitan Railway Schemes.

Report of the House of Lords Committee, 1863.

Report of the House of Lords Committee, 1863.

THE Select Committee of the House of Lords on Metropolitan Railway Communication of the Session of 1863, in their Third Report, expressed their opinion that, in determining the regulations which it may be expedient to apply to Railways within the Metropolis, it is desirable that the limits of the Metropolis, prescribed by the Royal Commission of 1846, should be extended in the manner described in the first paragraph of that Report.

The limits of the Metropolitan Railway District so described are indicated in the map annexed to the present Report by the shaded line coloured red.

The Committee, after explaining their views on the several points of the subject-matter referred to them, expressed (in paragraph 15) their opinion that, if the general views which they had explained should be deemed satisfactory by the House, some means should be taken to render future legislation conformable with the principles there laid down, and with this view they suggested that, in

the

the next Session, and also in any succeeding Session if necessary, a Select Committee should be appointed before the Second Reading of the Bills, for considering the different schemes for the construction of lines of Railway within the Metropolitan Railway District, which may then be before the House, and to report their opinion upon such schemes, with reference to the recommendations of this Committee; such Report to be made to the House before the Second Reading of the Bills.

The Committee added, that it would be desirable that the Board of Trade should make, soon after the commencement of each Session of Parliament, a General Report, relating to all proposed Railways or works connected with Railways, which affect the Metropolitan Railway District, and that the Report so made should be referred to the proposed Committees.

And further, that arrangements should be made between the two Houses of Parliament, that all Bills proposing to sanction the construction of Railways within the Metropolitan Railway District, should originate in one House, and should be grouped together, and referred to the same Select Committee.

Views of the Committee.

Views of the Committee.

The leading views of the Committee of 1863 may be stated generally, as follows:

1. That, with the view of giving further effect to the provision in favour of the labouring classes contained in the 191st Standing Order, it is desirable that in every Bill for making any work, in the construction of which compulsory power is given to take 30 or more houses inhabited by the labouring classes in any one parish or place, a clause be inserted providing that the companies shall, not less than four weeks before taking any such houses, make known their intention to take the same, either by personal notice to heads of families inhabiting the same, or by placards, handbills, or other general notice placed in public view upon or within a reasonable distance from such houses. *Dwellings of the Labouring Classes*
2. That squares and open spaces in the Metropolis should not be unnecessarily taken for the purposes of a railway. *Open spaces.*
3. That in the construction of any new lines, subways, covered ways, or tunnels are preferable, where circumstances admit of them. *Subways.*
4. That it would be objectionable to allow the construction of a great central station in the Metropolis. *Great Central Station.*
5. That the Great Eastern Railway should be allowed to establish a more central station than it has at present, and be placed in communication with the lines running to the western part of the Metropolis. *More central station for Great Eastern.*
6. That it is not desirable to bring the main stations of any of the principal long lines of Railway, except the Great Eastern, farther into London than is at present authorised; but that one or more Railways should be made for carrying passengers from different parts of London to the main stations of the long lines; such new lines not to be in the hands of any one of the present great Companies, but placed under such management as to ensure equal advantages to all. *Other main stations.*
7. That heavy traffic in goods, and especially in minerals, could, as a general rule, be most conveniently carried from the Railways lying North of the Thames to the Railways lying South of the Thames, by Lines not passing through the central portions of the Metropolis. *Heavy traffic not to pass through the centre of the Metropolis.*
8. That there should be a Line of Railway on the Eastern side of the Metropolis, connecting the Railways North and South of the Thames. *Connexion North and South on Eastern side.*
9. That it was desirable that additional facilities should be afforded, and less onerous arrangements in reference to tolls made for the passage by the Railways on the Western side of the Metropolis, of mineral and goods traffic from some of the Northern Railways, to the Railways and district of country South of the Thames. *Facilities for goods traffic on the Western side.*

Metropolitan Rail-
way Schemes.

communication in
crowded districts.
inter-communication
between
railways.

inner and outer
circuit.

10. That additional railway communication was needed in the densely populated part of the Metropolis, and it was desirable that railway communication, where it did not already exist, should be established between the various main lines of railway.

11. The Committee further suggested (in paragraph 12), that the completion of an inner circuit of Railway was desirable, abutting on the principal Railway Termini, with a view to the distribution of passenger traffic arriving by the main lines, and they offered suggestions for an economical construction of the lines forming this circuit, in concert with the Metropolitan authorities. They also suggested an outer circle within the Metropolitan District, communicating with the principal lines North of the Thames, to be at certain points in communication with the inner circle.

The Committee expressed an opinion that every such system of internal railway communication for the Metropolis should be under one management, and they suggested a Standing Order with this view.

Railways autho-
rised in Sessions
1864 and 1865.

Railways authorised in Sessions 1864 and 1865.

In 1864, the Great Eastern Railway Company were authorised to extend their line to Liverpool-street in the City, and to form a terminal station at that point; by which partial effect was given to the 5th of the above-mentioned recommendations of the Lords' Committee.

In the same Session, the Metropolitan Railway Company were authorised to extend their original line westward and southward to Notting-hill and Brompton, and their Finsbury Circus Extension eastward and southward to Tower-hill; and by "The Metropolitan District Railway Act, 1864," powers were given to a new Company to form a line of Railway to be connected with the Extensions of the Metropolitan Railway at Brompton and Tower-hill, and to pass near the Victoria, the Charing Cross, the Earl-street, the Cannon-street, and the Fenchurch-street Stations. By means of these lines, viz., the Metropolitan, and the Metropolitan District Railways, an inner circuit of Railway will be formed, abutting on or near the stations above-mentioned, and also on the Paddington Station, the Euston-square Station, the intended station of the Midland Railway at St. Pancras, the King's Cross Station, and the intended stations at Liverpool-street of the North London and the Great Eastern Railways; and partial effect has been given to the above-mentioned 6th, 10th and 11th recommendations of the Lords' Committee.

It is to be added, that in the Session of 1864 a new Company were authorised to construct the North Western and Charing Cross Railway, which will have a junction with the London and North Western Railway between Camden Town and Euston-square, and passing under Tottenham-court-road, will have its terminus at the eastern side of the Charing Cross Station.

With reference to the suggestion of the Committee that new lines of Railway might be advantageously and economically constructed under some of the new streets to be constructed by the municipal authorities of the City or the Metropolitan Board of Works, and under a portion of the proposed Thames Embankment, it may be noticed that the Metropolitan District Railway was authorised to be constructed partly in open cutting and partly in tunnel along the Thames Embankment (North side), from Westminster Bridge to Blackfriars Bridge, and under a portion of the new street which is in course of construction between Bridge-street, Blackfriars, and the Mansion House.

In 1865 Parliament authorised the construction by a new Company of the "East London Railway,"—a line which is to have a terminus at Liverpool-street, under the intended terminus of the Great Eastern Railway, and a junction with the authorised new line of that Railway towards the North, and, passing under the River Thames through the existing Tunnel, is to have junctions with the lines of the South Eastern and the London, Brighton, and South Coast Railways, near New Cross.

The

The scheme of the "East London Railway," appears to be such as was contemplated in the eighth of the above-mentioned recommendations of the Lords' Committee. *Metropolitan Railway Schemes.*

In reference to the view of the Lords' Committee that "additional railway communication was needed in the densely-populated parts of the metropolis," (see paragraph 10,) may be mentioned the "Waterloo and Whitehall Railway," sanctioned in 1865,—a scheme intended for the conveyance of passengers across the Thames in a tunnel under the River—to be worked on the pneumatic principle.

Bills lodged for the Session of 1866.—Grouping.

*Bills lodged for
the Session of 1866.
Grouping.*

Thirty-six Bills, proposing to sanction the construction or improvement of Railways and Stations, or new arrangements with respect to the use of existing Railways, within the Metropolitan Railway District, have been lodged at the Board of Trade. These Bills are enumerated at pages 8 and 9 of this Report, in three divisions, with a few other Bills that might be conveniently grouped with them.

Two of these divisions are formed with reference to the position of the lines to which the Bills comprised in them relate, at the Northern or at the Southern side of the Metropolis. The third division comprises ten Bills, the more important objects of which appear to connect them more properly with other groups, in which they will be found.

It will probably happen that some of these schemes will be withdrawn from the consideration of Parliament in consequence of failure to comply with Standing Orders. Others may prove to be unopposed, or at least not opposed on those points in which they affect the Metropolitan Railway District.

Should, however, the two divisions of the Bills at pages 8 and 9, or either of them, prove inconveniently large for consideration by a single Committee of either House, my Lords do not anticipate that any difficulty would be found in separating these divisions into sub-groups.

It might, perhaps, prove convenient that, in accordance with the recommendation of the Lords' Committee of 1863 (*see* page 29 of this Report), and with the view of facilitating the arrangement of the Groups to which the Bills shall be attached, all Railway Bills affecting the Metropolitan District should originate in the same House of Parliament.

Special Reports by the Board of Trade on each of these Bills, containing a detailed summary of their respective objects, will be issued simultaneously with this General Report.

Dwellings of the Labouring Classes.

*Dwellings of the
Labouring Classes.*

With reference to the first of the above-mentioned recommendations of the Lords' Committee (for securing public notice at the spot of the intention to take houses inhabited by the labouring classes), a few only of the Bills of this Session relating to the Metropolitan Railway District do not contain a clause prescribing eight weeks' notice, in accordance with the 191st Standing Order of the House of Lords, as amended on 7 April 1865.

Open Spaces.

Open Spaces.

It does not appear that any Bill of this Session proposes permanent interference with any square or similar open space.

Central Stations.

My Lords are not aware that there is any Bill of this Session which requires notice with reference to the views of the Lords' Committee respecting Central or Main Stations, expressed in the 4th and 6th paragraphs (*see* page 29 above).

Communication North and South of the River.

The *City and London Bridge Railway* Bill proposes the formation of a short Railway to pass in a new tunnel under the Thames, near and at the east of London Bridge. This line will not be connected with any other existing Railway, but it is perhaps in contemplation to connect it with the new line proposed in the *Clapham and London Bridge Railway* Bill.

Communication in Crowded Districts.

Several schemes of the present Session appear to have been laid out with a view to affording new or additional means of Railway transit, between various parts of the Metropolitan Railway District. Of this kind are—

The *City and London Bridge Railway* Bill, for a (pneumatic?) line between the eastern part of the City, and Southwark, near the London Bridge Stations.

The *Clapham and London Bridge Railway* Bill, for a (pneumatic?) line between Clapham and the eastern part of Southwark, near the London Bridge Stations.

The *East London Railway (South Western Extension)* Bill, for a line in extension of the authorised East London Railway, from near Deptford, to South Lambeth.

The *Hampstead, Highgate, and Charing Cross Railway* Bill, for a line in extension of the authorised North Western and Charing Cross Railway, to Kentish Town.

The *Kilburn Railway* Bill, for a line between Kilburn and the Marylebone-road, at Baker-street.

The *London, Chatham, and Dover, and South Eastern (Kennington, Clapham, and Brixton) Railways* Bill, for lines between the places named and the Railways leading to the Charing Cross, the Ludgate, the Cannon-street, and the London Bridge Stations.

The *Mid London Railway* Bill, for a direct line between Shepherd's Bush and Smithfield.

The *Waterloo and Whitehall Railway* Bill, for an Extension to Newington Butts.

Subways.

Of the new schemes, the following appear to be intended to be constructed wholly or partially in subway, covered way, or tunnel, viz.

The *City and London Bridge Railway*, wholly.

The *Clapham and London Bridge Railway*, wholly.

The *Kilburn Railway*, partially.

The *London, Chatham, and Dover, and South Eastern (Kennington, Clapham, and Brixton) Railways*, partially.

Metropolitan Railway Schemes.

The *Metropolitan Railway (Station Collecting Lines)*, wholly.

The *Mid-London Railway*, principally.

The *Waterloo and Whitehall Railway*, Extension to Newington Butts, partially.

Intercommunication between the Main Lines of Railway.

Three schemes appear to deserve notice under this head, viz :

The *Bricklayers Arms and Elephant and Castle Junction Railway Bill*, for a new connecting line from the South Eastern Railway to the London, Chatham, and Dover Railway, near the Elephant and Castle Station, and by means of the latter, to some of the main lines north of London.

Intercommunication between Main Lines.

The *East London Railway (South Western Extension) Bill*, for a line which will complete a communication between the Great Eastern Railway, and the London, Chatham, and Dover, and the London and South Western Railways, by the eastern side of the Metropolis.

The *North Metropolitan Railway Bill*, for a line by which a connection may be formed, by the north of the Metropolis, between the Great Western, the Midland, and the Great Eastern Railways.

Special Committees for dealing with Metropolitan Bills.

The Report of the Lords' Committee of 1863, contained a suggestion that in the then following Session, and also in any succeeding Session if necessary, before the Second Reading of the Bills, a Select Committee should be appointed for considering the Metropolitan Railway Schemes then before the House, and to report their opinion thereon with reference to the recommendations of that Committee, such Report to be made to the House before the Second Reading of the Bills ; and that arrangements should be made between the two Houses of Parliament, that all Bills proposing to sanction the construction of Railways within the Metropolitan Railway District should originate in one House, and should be grouped together, and referred to the same Select Committee.

Special Committees for dealing with Metropolitan Bills.

At the commencement of the Session of 1864, a joint Committee, consisting of five Peers and five Members of the House of Commons, took into consideration the 39 Bills of that Session, relating to the Metropolis ; and in pursuance of the Report of that Committee, several of the Bills were not allowed to be proceeded with ; others were permitted to go forward in the ordinary course ; and of the remaining Schemes, those that were opposed were all referred to one Select Committee, first in the House of Commons, and then in the House of Lords.

In the Session of 1865, the appointment of a joint Committee, as in 1864, was not found necessary. The Bills, however, affecting the Metropolitan Railway District were all made to originate in the House of Commons, and those of them that were proceeded with, and were unopposed, were considered in that House in two groups by different Select Committees.

My Lords do not anticipate that the Bills of this Session will, in respect of comprehensiveness, or of want of conformity with the principles laid down in the Report of the Lords' Committee of 1863, or for any other reason, give occasion for a repetition of the course taken in the Session of 1864, either in the appointment of a joint Committee for a preliminary consideration of the schemes, or in the sending all the important Metropolitan Schemes before a single Committee in each House.

Map.*Map.*

A map accompanies this Report, in which the existing Railways of the Metropolis and its vicinity are shown by a strong black line, and Railways sanctioned but not constructed are shown by a slight black line (the lines being dotted for underground portions of Railways), and the new Schemes are shown in like manner by coloured lines. Spaces of ground to be acquired under new powers, are shown by coloured line shading, in the cases in which those spaces seem important, in respect of their position, or magnitude. The boundary of the Metropolitan Railway District as proposed by the Lords' Committee of 1863 is shown by a broad pink shade.

There are points in some of the Railway Bills adverted to in the foregoing Report as well as in the remaining Railway Bills, which appear to call for observation, on the part of the Board of Trade, more in detail than could conveniently here be inserted. My Lords propose to make those Bills, as well as the Bills relating to Canals, Harbours, Docks, and Tidal Waters, the subject of special Reports, which will be made before the several Bills come under consideration by the Select Committees.

Board of Trade,
February 1866.

W. D. Fane.



MAP OF THE RAILWAYS

PROPOSED BY THE
BILLS OF THE SESSION OF 1866.
IN THE
Metropolis & its Vicinity.

Reference
Railways Open
Do Sanctioned but
not open
RAILWAYS PROPOSED
Session 1866 Colored.

Note. In each of the above cases the
under ground Lines and Tunnels
are shown by dotted Lines.
The Metropolitan Boundary is shown thus





RAILWAY AND CANAL, &c. BILLS.

GENERAL REPORT of the BOARD of TRADE
on the RAILWAY, &c. BILLS of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

[*Price 1s. 4d.*]

15.

Under 8 oz.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Barnet, Hendon, Hampstead, and London Railway Bill.

SOME of the objects of this Bill are within the “*Metropolitan Railway District.*”

It is proposed by this Bill to incorporate the “Barnet, Hendon, Hampstead, and London Railway Company,” with a capital of 500,000 *l.*, in 10*l.* shares, and 166,600 *l.* by loan; and to empower them — Objects.

To make the several Railways described in the Bill, in six divisions, of an aggregate length of 12 miles 52 chains, and which will extend from a junction with the London and North Western Railway, near Chalk Farm and Camden Stations, passing by the west of Hampstead, to Chipping Barnet; and will also have a junction with the authorised line of the Edgware, Highgate, and London Railway at Finchley; with the Hampstead and City Junction Railway, near Finchley Road Station; and with the authorised line of the Metropolitan and St. John's Wood Railway at the Finchley Road:

To enter into arrangements with the London and North Western, the Great Northern, the Edgware, Highgate, and London, the Metropolitan and St. John's Wood, and the North Western and Charing Cross Railway Companies, or any one or more of them, with respect to the working and traffic of the Railways of the contracting parties:

To run over the portion of the London and North Western Railway between Chalk Farm and the North Western and Charing Cross Railway, and to run over the whole of the latter Railway:

To have traffic facilities from the several Railway Companies “owning or working the Railways and portion of Railway hereinbefore mentioned.”

Section 5. After “subject to the provisions of this Act” should be added Observations.
“and of the Acts and parts of Acts incorporated herewith.”

Section 38. See Observations on “Running Powers,” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 25.

Section 40. There seems to be some uncertainty as to the “several Companies” intended to be referred to in this clause.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS

[*Barnet, Hendon, Hampstead, and London
Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

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RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Bricklayers' Arms and Elephant and Castle Junction Railway Bill.

THE objects of this Bill are within the “*Metropolitan Railway District.*” Objects.

It is proposed by this Bill to incorporate “The Bricklayers' Arms and Elephant and Castle Junction Railway Company,” with a capital of 630,000 *l.*, in 10 *l.* shares, and 210,000 *l.* by loan; and to enable them—

To make a Railway (1 mile 50 chains) commencing by a junction with the Bricklayers' Arms Branch of the South Eastern Railway, at the St. James's-road, and terminating near the Elephant and Castle Station of the London, Chatham, and Dover Railway;

And to enter into traffic and working arrangements with the London, Brighton, and South Coast, the South Eastern, and the London, Chatham, and Dover Railway Companies, or any of them.

The Bill provides that a train shall be run from the Bricklayers' Arms Station to the Elephant and Castle Station in the morning, and back in the evening, at penny fares for each journey, for the labouring classes if taking weekly tickets.

Section 6. After “subject to the provisions of this Act” should be added Observations
“and of the Acts and parts of Acts incorporated herewith.”

It is to be observed, that this clause does not describe the intended Railway as terminating by a *junction* with the London, Chatham, and Dover Railway.

Section 21. The time usually allowed for the exercise of the compulsory powers is *three* years, not *four* years, as here proposed.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Bricklayers' Arms and Elephant and Castle
Junction Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

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City and London Bridge Railways Bill.

THE objects of this Bill are within the “*Metropolitan Railway District.*” Objects.

It is proposed by this Bill to incorporate “The City and London Bridge Railway Company,” with a capital of 510,000 *l.* in 20 *l.* shares, which may be divided into preferred and deferred half shares, and 170,000 *l.* by loan; and with powers—

To make a Railway (50 chains) from a point abutting upon the corner of St. Thomas-street and Joiner-street, Southwark, passing under the approach to the London Bridge Railway Stations, the River Thames, Botolph-lane, &c., to a point in Leadenhall Hide Market.

Section 2. The words “as far as is applicable,” in the fourth line, are Observations. unusual, and would be properly omitted.

Section 5. After “Subject to the provisions of this Act,” should be added “and of the Acts and parts of Acts incorporated herewith.”

Section 30. This clause, which appears to have for its object to deprive parties underneath whose premises the Company’s works may be constructed of compensation, to which they would be entitled under the Lands Clauses Acts, seems to be questionable.

It is to be observed that this Bill contains no provision for giving eight weeks’ notice to the labouring classes for removal from their houses; and no provision for the conveyance of those classes at low fares by morning and evening trains.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following Tidal waters. instance, viz. :—

The Railway passes under the bed of the River Thames, between Chamberlain’s Wharf, Southwark, and Botolph Wharf, Lower Thames-street, near and below London Bridge.

Such interference renders necessary the incorporation in the Bill of “The Railways Clauses Consolidation Act, 1845,” and of Sections 13 to 19, both inclusive (“Protection to Navigation”), of “The Railways Clauses Act, 1863.”

The Bill proposes to incorporate both of these enactments.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*City and London Bridge Railways Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL Bills, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

RAILWAY AND CANAL, &c. BILLS.

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Clapham and London Bridge Railways Bill.

THE objects of this Bill are chiefly within the “ *Metropolitan Railway District.*” Objects.

It is proposed by this Bill to incorporate “ The Clapham and London Bridge Railway Company,” with a capital of 750,000 *l.*, in 10 *l.* shares, and 250,000 *l.* by loan ; and with powers—

To make two Railways, of an aggregate length of 3 miles 75 chains:—viz., (No. 1) from the north-eastern corner of Clapham Common, passing along and under the Clapham Road and Kennington Road to a point on the west side of the Walworth Road and adjoining Newington Butts ; (No. 2) from the termination of (No. 1), passing along and under Newington Causeway, and by the east of Guy’s Hospital to the south side of the approach to the London Bridge Station of the London, Brighton, and South Coast Railway Company :

To enter into working and traffic arrangements with the Waterloo and Whitehall Railway Company, who, it may be observed, are seeking power to extend their authorised Railway to Newington Butts by the *Waterloo and Whitehall Railway (Extension to Newington Butts)* Bill of this Session.

The Bill provides that a morning train from Clapham to London Bridge, and an evening train from London Bridge to Clapham, shall be run at *one penny* per passenger for each journey, for the conveyance of the labouring classes.

Section 5. After “ subject to the provisions of this Act” should be added Observations.
“ and of the Acts and parts of Acts incorporated herewith.”

Section 22. The period usually allowed for the exercise of the compulsory powers is *three* years, not *four* years, as here proposed.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Clapham and London Bridge Railways Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

East London Eastern Extension Railway Bill.

THE objects of this Bill are within the “*Metropolitan Railway District.*” Objects.

It is proposed by this Bill to incorporate “The East London Eastern Extension Railway Company,” and to enable them—

To make the following Railways, viz.: (No. 1) “Main Line,” 3 miles 35 chains, from a junction with the authorised East London Railway at Whitechapel Road to the Barking Road, near Plaistow. (No. 2) “Thames Junction,” 3 miles 5 chains, from the termination of (No. 1), to the North bank of the River Thames at Gallion’s Reach. (No. 3) “Tunnel Junction,” 20 chains, to connect (No. 1) southwards with the authorised Line of the East London Railway :

To raise sums of 600,000 *l.*, in 20 *l.* shares, and 200,000 *l.* by loan :

To enter into traffic and working arrangements with the Great Eastern and the East London Railway Companies, or either of them :

To enter into agreements with the London and St. Katherine Docks Company, and the Victoria Docks Company, or either of them, with reference to the laying down and working of rails on the quays and wharves of the Victoria Docks, and the use by the Dock Companies, or either of them, of the sidings, stations, and wharves of the new Railway Company.

Section 7. It is usual, and it seems desirable, to insert after “subject to the provisions of this Act,” the words “and of the Acts and parts of Acts incorporated herewith.” Observations.

It may be observed that this Bill does not contain a provision for the running of morning and evening trains at low fares for the labouring classes.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following Tidal waters.
instances, viz. :—

Railway No. 1. crosses the River Lea close below the bridge of the Barking Branch of the London, Tilbury, and Southend Railway, by a bridge of 3 arches, 60 feet wide and 11 feet high.

Railway No. 2. terminates on the northern bank of the Thames in Gallion’s Reach.

Such interference renders necessary the incorporation in the Bill of “The Railways Clauses Consolidation Act, 1845,” and of Sections 13 to 19, both inclusive (“Protection to Navigation”), of “The Railways Clauses Act, 1863.”

The Bill proposes to incorporate both of these enactments.

Board of Trade,
February 1866.

W. D. Fane

RAILWAY AND CANAL, &c. BILLS.

[*East London Eastern Extension Railway
Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
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RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
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RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

East London Railway (Additional Powers) Bill.

THE objects of this Bill are within the “*Metropolitan Railway District.*” Objects.

It is proposed by this Bill to enable the East London Railway Company—

To make two junction lines at Bethnal Green, viz.:—

“Great Eastern Up Junction” (30 chains), to connect a line of the Great Eastern Railway Company authorised in 1864, with the Company’s Railway, No. 1, authorised in 1865;

“Brick Lane Junction” (20 chains), to connect the Company’s Railways, No. 1 and No. 2, authorised in 1865:

To purchase additional lands at Bethnal Green, and at Deptford.

Section 6. After “subject to the provisions of this Act,” should be added, Observations.
“and of the Acts and parts of Acts incorporated herewith.”

This Bill does not contain the usual provisions for running trains at low fares for the labouring classes on these new portions of Railway, which will be within the Metropolitan Railway District.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*East London Railway (Additional Powers)
Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mt. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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DOCKS, and TIDAL WATERS, of this Session.”

East London Railway (South Western Extension) Bill.

THE objects of this Bill are within the “ *Metropolitan Railway District.*” Objects.

It is proposed by this Bill to enable the East London Railway Company—

To make the following Railways to afford communication between the Company's authorised Line, and the London and South Western, and the London, Chatham and Dover Railways, viz :

No. (1). “ Main Line,” length 3 miles 64 chains, from a junction with the London and South Western Railway, near the Vauxhall Station, passing through North Brixton and Camberwell, to a junction with the authorised Line of the East London Railway at Deptford ;

(No. 2). “ South Western Junction,” length 16 chains, to connect the “ Main Line ” with the London and South Western Railway at Miles-street, Lambeth ;

(No. 3). “ London, Chatham and Dover Junction,” length 20 chains, to connect the “ Main Line ” with a Line of the London, Chatham and Dover Railway authorised in 1863, at Camberwell :

To raise additional sums of 550,000 *l.* by shares, and 183,000 *l.* by loan ; which are to form an “ East London Railway (South Western Extension) ” share and loan capital, distinct from the capital of the Company's undertaking authorised in 1865.

Section 6. After “ subject to the provisions of this Act,” should be added Observations.
“ and of the Acts and parts of Acts incorporated herewith.”

Section 13. This Bill does not contain a provision for appointment of a Receiver on the application of mortgagees to whom arrears may be due.

This Bill does not contain the usual provision for the running of trains for the labouring classes at low fares on the proposed lines, which will be within the Metropolitan Railway District.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*East London Railway (South Western
Extension) Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
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RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
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Great Eastern Railway (Additional Powers) Bill.

SOME of the objects of this Bill are within the “ *Metropolitan Railway* Objects. District.”

It is proposed by this Bill to enable the Great Eastern Railway Company—

To make an Extension Railway (No. 1), length 48 chains, at Hertford, from the terminus of their Hertford Branch to Bull Plain; an Extension Railway (No. 2), length $11\frac{1}{2}$ chains, at Enfield, from the present terminus of their Enfield Branch to the High Street; an Embankment and Wharf, with Tramways in connection therewith, in six divisions, of the aggregate length of 1 mile 48 chains, at Wisbeach; alterations of levels in one of the Company's Railways, authorised in 1864, between Stamford Hill and Tottenham, and in their Ramsey Branch, authorised in 1865:

To acquire lands in connection with their Railways, authorised in 1864, in Bethnal-green, Hackney, and St. Botolph, Bishopsgate, and also lands at Hertford and Enfield:

To raise further sums of 86,000 *l.* by new ordinary or preference shares, and 28,600 *l.* by loan:

To maintain an unauthorised level crossing of a public road at Caven-dish, by their Melford and Clare Railway:

To guarantee interest on the mortgage debt of the East Norfolk Rail-way Company.

Section 2. See the observation respecting the proposed Embankment and Works connected therewith, at the end of this Report. Observations.

Section 16. The Bill does not contain the usual limitation of time for the exercise of the Company's powers for executing the Tramways.

Section 22. It would be in accordance with the practice of Parliament to preserve the priority of existing guarantees and preferences granted by the Company over any guarantee to be granted under this Clause.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following Tidal Waters. instances, viz.:—

An embankment and wharf, or wharves, along the eastern side of the River Nene, between the end of Osborne-road, Wisbeach, and the end of the road leading from the Old Roman Bank to the Nene;

Tramway, No. 1, skirts the eastern shore of the Nene, in Wisbeach, from the end of Osborne-road to the bridge at Cornhill, upon which it is to be carried over the Nene.

Such interference renders necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of Sections 13 to 19, both inclusive ("Protection to Navigation"), of "The Railways Clauses Act, 1863." And the Bill should state that in construing those sections of the last-mentioned Act, the words "Work" and "Railway" shall be taken to include the Embankment and Works connected therewith authorised by this Bill.

The Bill proposes to incorporate both of these enactments, but does not contain the Interpretation Clause above referred to.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Great Eastern Railway (Additional Powers) Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
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RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
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Great Northern Railway (Additional Powers) Bill.

SOME of the objects of this Bill are within the “*Metropolitan Railway* Objects, District.”

It is proposed by this Bill to enable the Great Northern Railway Company—

To make two Railways; viz—

No. 1 (2 miles 20 chains) from a junction at Hunsworth with the Gildersome Branch of this Company's Leeds, Bradford, and Halifax Line to a junction with the Lancashire and Yorkshire Railway at its Low Moor Station ;

No. 2 (60 chains) from a point in the Great Northern Railway at the Caledonian Road to the northern end of its Maiden Lane Tunnel at Islington :

To acquire additional lands in St. Pancras, at the west of the Company's King's Cross Terminus ; in Islington, at the south of the Seven Sisters Road ; at Hornsey Station and at Enfield, in Middlesex ; and in Balby, near Doncaster, Pudsey, Ossett, Leeds, and Bowling, near Bradford, in the West Riding of Yorkshire :

To stop up St. Pancras Road at the south, and other streets at the west, of the King's Cross Terminus ; and roads at Hatfield, Balby, near Doncaster and Ossett :

To divert the Turnpike Road to Grantham and the Mareham Lane, at the south side of the Company's Railway at Sleaford :

To raise further sums of 850,000 *l.* by new ordinary or preference shares, and 283,000 *l.* by loan :

To abandon the construction of the portion to cross over the River Trent, near Gainsborough, of a Railway authorised in the Company's “Doncaster to Gainsborough Act, 1864 : ”

To run over a portion of the Lancashire and Yorkshire Railway, near its Low Moor Station, and to use that Station ; and to run over a portion of the Manchester, Sheffield, and Lincolnshire Railway, which crosses over the Trent, by a bridge near the Gainsborough Station, and to use that Station.

It is further proposed by the Bill to substitute an arrangement giving an increased amount of stock for the arrangement giving a differential dividend, contained in “The Great Northern and West Yorkshire Railways Amalgamation Act, 1865,” for the conversion of West Yorkshire Railway ordinary stock into Great Northern Railway ordinary stock.

share-capital; and with respect to the additional powers, the Bill does not subject the exercise of such powers to the usual restrictions as to subscription and payment of the additional capital to be authorised by the Bill.

The Bill does not propose to enable the mortgagees under this clause to obtain the appointment of a receiver.

Section 37. The proposed period of *seven* years for the completion of roads, &c., appears to be unusually long.

Sections 40 and 41. With respect to the numerous departures from the provisions of the "Railways Clauses Consolidation Act, 1845," reference may be made to the observations on "Dimensions of Bridges" in the General Report of the Board of Trade on the Railway, &c., Bills of this Session, page 26.

Section 51. It would be in accordance with the practice of Parliament to define by reference to the deposited plan the length and position of the portion of Railway the construction of which may be abandoned.

Section 54. It is to be observed that the terms of the latter part of this section, "and generally may do such acts in respect to the gauge of their Railways as they may from time to time deem expedient," might authorise the Company to abandon the broad gauge wherever it now exists on their lines.

Section 55. A provision such as is here proposed for limiting to 100 l. the liability of the Company for injury to passengers carried at certain low rates, does not appear to have been hitherto admitted by Parliament in any case, except when Parliament imposed on a Company an obligation to run trains for the labouring classes at fares not exceeding *one penny* per passenger for each journey, and then only in respect of the passengers conveyed in such compulsory trains. By this clause, however, the Company seek to obtain such limitation of liability in respect of trains which they may not be required to run, and in respect of passengers to whom they make a charge of *threepence* for each journey. If it is to be considered that the existing general law is unduly onerous in this respect, it would still be a question whether this Company should obtain an exceptional immunity before the general law is altered.

Section 57. Reference may be made to the observations on "Running Powers," in the General Report of the Board of Trade on the Railway, &c., Bills of this Session, page 25.

Section 64. With respect to the power to contract "with reference to the completion" of the Forest of Dean Railway, it may be a question whether this does not include the construction of the Railway which it is the practice of Parliament to leave to the Company who is authorised to raise the money and take the land.

Sections 69 and 70. Reference may be made to the observations on "Amalgamation, Sale, and Loan," including those on "Public Notice of Transfer," in the General Report of the Board of Trade on the Railway, &c., Bills of this Session, pages 24 and 25.

As the arrangements proposed to be authorised by these clauses are of the nature of a transfer or lease, not an amalgamation, it may deserve consideration whether Part V. (Amalgamation) of the Railways Clauses Act, 1863, proposed to be incorporated with the Bill by Section 2, should not be expressly referred to, and declared to be applicable to any transfer or lease to be effected under this Bill.

Section 78. This Bill does not contain the usual general saving of rights, in reference to the dissolution of the Hammersmith Company.

Section 80. The practice of Parliament seems to require that the maximum amount of shares to be issued, and the maximum dividend to be attached to them under this Section, should be specified, and that the aggregate nominal amount of the shares so issued by the two companies, should not exceed the nominal amount of the capital of the Weymouth Company.

Section 83. It is to be observed that the agreement which it is here proposed to confirm, is not set forth in a Schedule to the Bill, nor is it identified by date or otherwise. As the Great Western Railway (Additional Powers) Act, 1865, gave full powers for a lease or transfer of the Wycombe Railway to the Great Western Railway Company, subject to the usual conditions of assent of shareholders, &c., it seems to be a question what are the grounds of the further provision proposed in this clause.

Sections 85 and 86. It may deserve consideration whether these powers of entering

entering into traffic arrangements should not be expressed to be "subject to Part III. Working Agreements" of "The Railway Clauses Act, 1863."

Section 86. This clause purports to authorise the Great Western Railway Company to enter into arrangements with each of three important Railway Companies, viz., the London and North Western, the London and South Western, and the Midland, with respect to the *ownership*, &c. of such of their Railways *as communicate with, or lie contiguous to, each other*; and also with respect to the general conduct of traffic coming from or destined for the Undertakings of the contracting Companies."

The extent and magnitude of the combinations which might be authorised by the provisions here referred seem to deserve careful consideration.

Section 87. It is to be observed that the Bill does not contain a "short distance" clause in respect of the agreements relating to the Tenbury Railway, authorised in Section 85.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Great Western Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

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Under 1 oz.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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“ THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Hampstead, Highgate, and Charing Cross Railway Bill.

THE objects of this Bill are chiefly within the “ *Metropolitan Railway* Objects. District.”

It is proposed by this Bill to incorporate “ The Hampstead, Highgate, and Charing Cross Railway Company,” with a capital of 550,000 *l.*, in 10 *l.* shares, which may be divided into preferred and deferred half shares, and 166,000 *l.* by loan ; and to enable them—

To make the several Railways, described in Section 5 of the Bill, of an aggregate length of 3 miles 12 chains, which will be connected with the authorised line of the North Western and Charing Cross Railway at Granby-street, St. Pancras, with the Hampstead Junction Railway by a double junction, north and south of Prince of Wales Road, and with the authorised North London, Highgate, and Alexandra Park Railway, at Kentish Town :

To run over the North Western and Charing Cross, and the North London, Highgate, and Alexandra Park Railways, and portions of the Hampstead Junction Railway to the Kentish Town Station, and of the North London Railway to the Camden Town Station, and to use those stations :

To enter into arrangements with the London and North Western, the North London, the North Western and Charing Cross, the Charing Cross, the South Eastern, the Hampstead Junction, the North and South Western Junction, the North London, Highgate, and Alexandra Park, the Edgware, Highgate, and London, the Watford and Edgware, and the Great Northern Railway Companies, or with any one or more of them, with respect to the construction, working, and traffic of the Railways of the contracting Companies.

The Company are to run a train morning and evening, on week-days, at one penny per passenger for each journey, for the conveyance of the labouring classes residing beyond the Hampstead Road, and having business in London.

The Bill provides that the North Western and Charing Cross, the North London, Highgate, and Alexandra Park, the Hampstead Junction, and the North London Railway Companies shall afford facilities for the traffic of the new Railways, by through booking and carriages, and otherwise.

Section 5. After “ subject to the provisions of this Act,” should be added Observations. “ and of the Acts and parts of Acts incorporated herewith.”

Section 60. See observations on “ Running Powers ” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 25.

Section 63. With respect to the proposed power to any of the twelve Companies here named to contract, with respect to the *construction* by any of them of the Railways and Works of the others of them, it is to be observed that Parliament usually leaves the construction of a Railway to the Company who are authorised to take land and raise funds for the purpose.

It appears to be a question whether the agreements to be authorised by Section 63 should not be limited to the management, &c. of the Railways of the *new Company*.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Hampstead, Highgate, and Charing Cross
Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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Hampstead, Holloway, and Kingsland Railway Bill.

THE objects of this Bill are chiefly within the “*Metropolitan Railway District.*” Objects.

It is proposed by this Bill to incorporate “The Hampstead, Holloway, and Kingsland Railway Company,” with a capital of 370,000 *l.*, in 10 *l.* shares, and 123,000 *l.* by loan; and to enable them—

To make Railways No. 1 and No. 2, of a continuous length of 4 miles 8 chains, from a junction with the North London Railway at Kingsland, passing by Upper Holloway, and near the south side of Highgate Cemetery, to a junction with the Hampstead Junction Railway near its Hampstead Heath Station:

To enter into arrangements with the London and North Western and the North London Railway Companies with respect to the working and traffic of the new Railways.

Section 5. After “subject to the provisions of this Act,” should be added, Observations.
“and of the Acts and parts of Acts incorporated herewith.”

This Bill does not contain a provision for giving notice to the labouring classes for removal from houses required by the Company; or for conveying those classes by morning and evening trains at low fares.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Hampstead, Holloway, and Kingsland Railway
Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
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RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
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RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS,
DOCKS, and TIDAL WATERS, of this Session.”

Holloway and Metropolitan Junction Railway Bill.

THE objects of this Bill are chiefly within the “*Metropolitan Railway District.*” Objects.

It is proposed by this Bill to incorporate “The Holloway and Metropolitan Railway Company,” with a capital of 130,000 *l.*, in 10 *l.* shares, and 43,000 *l.* by loan, and to enable them—

To make Railways No. 2 and No. 5, of a continuous length of 1 mile 30 chains, for the conveyance of passengers and parcels, from a junction with the authorised line of the Tottenham and Hampstead Junction Railway at Upper Holloway, along and under parts of the Holloway-road and the Caledonian-road, to a junction with the Great Northern Railway at the northern entrance of its Copenhagen tunnel:

To enter into arrangements with the Great Northern, the Tottenham and Hampstead Junction, and the Metropolitan Railway Companies, or any of them, with respect to the working and traffic of the new Railway.

The Bill provides that a morning train from Holloway and an evening train from the Great Northern Railway shall be run on week days for the conveyance of the labouring classes at fares not exceeding one penny per mile for each journey.

Section 5. After “subject to the provisions of this Act,” should be added, Observations.
“and of the Acts and parts of Acts incorporated herewith.”

Section 10. With reference to this power to cancel shares, it might be proper to incorporate with this Bill Part I, “Cancellation and Surrender,” of the Companies Clauses Act, 1863.

Section 11 refers to the “whole capital” as being 30,000 *l.*, instead of 130,000 *l.*

This Bill does not contain the provision for giving notice to the labouring classes for removal from their houses about to be taken by the Company.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Holloway and Metropolitan Junction Railway
Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

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RAILWAY AND CANAL, &c. BILLS.

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Kilburn Railway Bill.

THE objects of this Bill are within the “*Metropolitan Railway District.*” Objects.

It is proposed by this Bill to incorporate “The Kilburn Railway Company,” with a capital of 450,000 *l.*, in 10 *l.* shares, and 150,000 *l.* by loan; and to enable them—

To make a Railway (2 miles 18 chains) from the northern side of the Metropolitan Railway, at the Baker-street Station, passing along and under Park-road at the west side of the authorised Metropolitan and St. John’s Wood Railway to St. John’s Wood-road, then westward, and then northward to a point on the Edgware-road between Oxford-road and Kilburn Park-road, at Kilburn:

To enter into arrangements with the Metropolitan Railway Company with respect to the working and traffic of the new Railway; and with the Metropolitan and St. John’s Wood Railway Company, for the joint execution of portions of the works of the two Companies.

The Bill provides that the new Company shall run a morning train from Kilburn and an evening train from Baker-street, at low fares, for the conveyance of the labouring classes.

Section 2. The Lands Clauses Consolidation Act, 1845,” is omitted to be incorporated with this Bill. Observations.

Section 5. After “subject to the provisions of this Act,” should be added, “and of the Acts and parts of Acts incorporated herewith.”

With respect to the proposed power to “appropriate the subsoil of the streets,” &c., it may deserve consideration whether there should not be specified a minimum depth below the surface of the streets, &c., within which such power shall not extend.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Kilburn Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
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WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

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RAILWAY AND CANAL, &c. BILLS.

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In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

London and North Western Railway (New Works, &c.) Bill.

SOME of the objects of this Bill are within the “*Metropolitan Railway Objects District.*”

It is proposed by this Bill to enable the London and North Western Railway Company—

To construct a new Dock at Garston (within the reserved jurisdiction of the Board of Admiralty):

To make a Road near their Longsight Station:

To extend Vincent-street and stop up a part of Hotham-street adjoining their Lime-street Station at Liverpool:

To make new Roads, and divert or stop up certain existing Roads, and discontinue certain Level Crossings, near the crossing of the Saint Helen's Railway by the Liverpool and Manchester Railway, in the Parish of Prescott:

To make a new Road at Newton in Makerfield, in the Parish of Winwick, and to discontinue the level crossing of the Wargrave-lane there by the Liverpool and Manchester Railway:

To divert and carry the turnpike road at the Mostyn Station over the Railway by a bridge, and discontinue the level crossing:

To divert and carry a Road at Llanfairfechan Station, under the Chester and Holyhead Railway, and to make an approach bridge over the river there:

To carry a road at Colwich Station, in Staffordshire, under the Railway by a bridge, and to discontinue the present level crossing:

To stop up the footpath passing through Penmaenmawr Station, and to divert footpaths at Cheadle and at Warrington:

To make additional arches under Bank Quay Road at Warrington Station, and under the turnpike road near Crewe Station:

To convert into open cutting portions of their Lime-street Tunnel in Liverpool, and to acquire the necessary lands; and to construct arching under Lord Nelson-street in Liverpool:

To acquire lands—

In the Parish of Winwick, near the Earlstown Junction and the Newton Junction of the Liverpool and Manchester and the Grand Junction Lines;

In the Parish of Walton-on-the Hill, in the County of Lancaster;

At Garston, near Garston Dock, on the north of the River Mersey;

In the parish of Prescot, adjoining the Liverpool and Manchester and the St. Helen's Railways;

In Liverpool, between Waterloo-road and Great Howard-street, and between Lord Nelson-street and the London-road;

At Ardwick, near Manchester;

At Warrington;

At Crewe, Monks Coppenhall, Basford, and Blackenhall, in Cheshire;

At Wolverton;

At Shrewsbury, near the Joint Station;

At Falcon-lane, Battersea, near the West London Extension Railway, at Kentish-town, and at Willesden;

At and near Abergavenny;

At Llanfairfechan and at Bangor, in Carnarvonshire:

To raise additional sums of 1,500,000 *l.* by new ordinary or preferential shares, and 500,000 *l.* by loan:

To subscribe 200,000 *l.*, out of the additional capital, to the North Western and Charing Cross Railway Company; and to guarantee the payment of interest, not exceeding 5 per cent., upon all or any part of the capital of that Company:

To run over the Railways in Burton-upon-Trent belonging to the Midland Railway Company, except their main line of Railway; and over the Sirhowy Railway, between Merthyr and Tredegar.

It is further proposed by the Bill:—

To extend the time for the construction of the Railway Bridge over the River Mersey, at Runcorn, from 11th July 1866, for two years; and the time for sale of superfluous lands at various places:

To confirm a deviation of the turnpike road near the passenger station at Holyhead, and an unauthorised level crossing of a road by the Vale of Clwyd Railway, at Abergele:

To extinguish the power of the Manchester, Sheffield, and Lincolnshire Railway Company, under their "Extension to Liverpool Act, 1865," to run over this Company's line between London-road Station and Ardwick, and to use their Ordsall-road Station at Manchester:

To authorise the Company to enter into agreements for the transfer to them of the undertakings of the Stockport, Disley, and Whaley Bridge Railway Company, and of the Aylesbury and Buckingham Railway Company; and for the purchase of the Nerquis Railway near Mold; and to enter into traffic arrangements with the North Staffordshire Railway Company:

To enable the Furness Railway Company to run over the portion of the London and North Western Railway between Milnthorpe and Tebay:

To confirm an agreement between the Company and the Wolverhampton and Walsall Railway Company (scheduled to the Bill), for the working of the latter Company's line for 999 years.

Sections 2 and 41. Having regard to the power to enter into traffic arrangements with the North Staffordshire Railway Company, proposed in Section 41 of this Bill, it would be proper that Part III. (relating to working arrangements) of "The Railways Clauses Act, 1863," should be incorporated with the Bill.

See also the observations on Tidal Waters at the end of this Report.

Sections 4 and 5. After "subject to the provisions of this Act" should be added, "and of the Acts and parts of Acts incorporated herewith."

Section 15. The proposed power to grant a guarantee seems to render necessary the usual provision for preserving the priority of previous guarantees and preferences granted by the Company.

Section 16. It is to be observed that the new borrowing power (500,000 *l.*) extends to one-third of the new share capital (1,500,000 *l.*), which includes a sum of 200,000 *l.* to be raised for a subscription to the North Western and Charing Cross Railway (Section 12); and in that respect the new borrowing power appears to exceed the limit allowed by the practice of Parliament.

Section 33. Reference may be made to the observations on "Running Powers" in the General Report of the Board of Trade on Railway, &c., Bills of this Session, page 25.

Sections 37 and 39. See observations on "Amalgamation, Sale, and Lease," including those on "Notice of Transfer," in the above-mentioned General Report, pages 24 and 25.

Section 41. See above under Section 2.

Section 47. With respect to the agreement for the working by the Company of the Wolverhampton and Walsall Railway for 999 years, here proposed to be confirmed, it is to be observed that the Bill does not contain the usual reservation of the rights of third parties, and the usual provision for decennial revision of the agreement in the interest of the public, which it is the practice of Parliament to adopt, in the terms of Sections 22 and 27 of "The Railways Clauses Act, 1863."

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following Tidal Waters. instances, viz. :—

The limits of deviation of the proposed diversions of roads near Mostyn Station, Flintshire, and at Llanfairfechan Station, extend below high-water mark.

Such interference renders proper the incorporation in the Bill of the 17th Section of "The Railways Clauses Consolidation Act, 1845," and of Sections 13 to 19, both inclusive ("Protection to Navigation"), of "The Railways Clauses Act, 1863." And the Bill should state that, in construing those enactments, the words "Work" and "Railway" shall be taken to mean Roads and Works connected therewith, authorised by this Bill.

The Bill does not incorporate any of the enactments above referred to.

On the proposed interference with tidal waters in the River Mersey, the Board of Trade have no observations to make, the Board of Admiralty having retained its jurisdiction over that river, pursuant to the 9th Section of "The Harbours Transfer Act, 1862."

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*London and North Western Railway (New Works, &c.) Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

15—XV.

Under 1 oz.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this SESSION.”

London and South Western Railway (Additional Powers) Bill.

THE objects of this Bill are partly within the “*Metropolitan Railway Objects, District.*”

It is proposed by this Bill to enable the London and South Western Railway Company—

To make the “*Brentford Curve,*” length 42 chains, wholly in the parish of Isleworth, from their Loop Line to the Great Western and Brentford Railway; and “*The Kew Bridge Curve,*” length 35 chains, to connect their Loop Line at Chiswick with one of their Railways, authorised by their “*Kensington and Richmond Act, 1864*”:

To lay lines of rails across and on the level of the Nine Elms Lane at Battersea, the Itchen Bridge Road at Southampton, and a Public Road in the Parish of Chertsey:

To make alterations in the line and levels, in the Parish of Kingston-on-Thames, of a part of the Railways authorised by the Company’s Acts of 1860 and 1865:

To make enlargements and improvements at the Waterloo Bridge Station, at the Vauxhall Station, at the Goods Station, and River side, Nine Elms, at Guildford Station, and at the Southampton Terminus; station accommodation at Merton; and an approach for the Southampton and Netley Railway at Southampton:

To raise further sums of 200,000*l.* by new ordinary or preference shares, and 66,600*l.* by loan.

It is further proposed by this Bill,—

To confirm a form for mortgage deeds, to be “*issued under the London and South Western Railway Company’s Acts,*” generally, and to rank equally without regard to the date of issue:

To extend^b the time for the completion of the Company’s Kensington and Richmond line, authorised in 1864:

To amend the “*Weymouth and Portland Railway Act, 1862,*” as to the purposes for which contracts may be made:

To enable the Company, with all or any of the London and North Western, the North London, and the North and South Western Junction Railway Companies, to enter into contracts with respect to the making, ownership, working, and

and traffic of the North and South Western Junction Railway, and the guaranteeing by any of the Companies of dividend on the capital, and the principal and interest of mortgage debt of any others of them :

To confirm an Agreement, scheduled to the Bill, between the Company and the Devon and Cornwall Railway Company, for the working of the latter Company's Line between Colebrook and Okehampton for 10 years :

To authorise a lease or transfer to the Company, at any time, of the Devon and Cornwall Railway Company's Line between Colebrook and Okehampton.

Observations.

Sections 5 and 6. After "Subject to the provisions of this Act," should be added, "and of the Acts, and parts of Acts, incorporated herewith."

Sections 5 and 25. It seems to be desirable that it should more distinctly appear how far the level crossings here mentioned are to be subject to the provisions relating to level crossings, sections 5-8, in "The Railways Clauses Act, 1863."

It is to be observed that Section 25 restricts the standing of trains on the Itchen Bridge level crossing, but there is no such restriction with respect to the other level crossings.

The Bill does not limit the number of rails at any of the three level crossings.

Sections 17 and 18. It is to be observed, that the form of mortgage contained in the Schedule does not include in the security "all future calls on the shareholders."

In that omission it appears to be inconsistent with the 38th section of the Companies Clauses Consolidation Act, 1845, and with the form of mortgage deed in Schedule C. of that Act.

It seems to be a question whether holders of mortgages issued under this Company's Acts generally, in the form proposed in Section 17, would be entitled by any specific provision to apply for appointment of a Receiver to enforce payment of arrears. If not, it would seem that the provision for a Receiver in Section 18 will be nullified if the Company raise the money, which they borrow under this Bill, by mortgages in the form proposed in Section 17.

Section 30. As regards the proposed power to contract with respect to the making of the Railway of the North and South Western Junction Railway Company, it is to be observed that Parliament usually leaves the construction of a Railway to the Company authorised to take land and raise money for that purpose.

If authority be given, as here proposed, to contract with respect to the ownership of the North and South Western Junction Railway, that undertaking might be transferred to another Company, without regard to the conditions usually prescribed by Parliament in such a case.

Section 30 (G). With respect to the guarantees here proposed to be authorised, it seems to be a question whether it can be really intended (as the terms of this clause imply) that either the London and South Western Railway Company, or the London and North Western Railway Company, may guarantee dividends on the capital stock, and the principal and interest of the mortgage debt, of the other of those two Companies.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*London and South Western Railway*
(*Additional Powers*) Bill.]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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London, Brighton, and South Coast Railway (Various Powers) Bill.

SOME of the objects of this Bill affect Railways within the “ *Metropolitan Railway District.*”

It is proposed by this Bill—

To enable the London, Brighton, and South Coast Railway Company to make the “ *Worthing Junction*” Railway (1 mile 9 chains) to connect their Shoreham, Henfield, and Mid-Sussex Branch with their Portsmouth Line at Old Shoreham; the two “ *Ford Junctions*” (61 chains, and 14 chains) to connect the Company’s Ford and Mid-Sussex Junction, their Littlehampton Branch, and their Portsmouth Line, in the parish of Leominster, in Sussex, in lieu of constructing the Ford Junction Railway, authorised in 1864; and to make an approach Road, and take additional lands for station purposes in the same parish:

To vest in the Company the undertakings of the West End of London and Crystal Palace; the Victoria Station and Pimlico; the Lewes and Uckfield; the the Horsham and Guildford Direct; the Horsham, Dorking, and Leatherhead; the East Groombridge and Tunbridge Wells; the Banstead and Epsom Downs; the Brighton, Uckfield, and Tunbridge Wells; the East Grinstead, and the Tooting, Merton, and Wimbledon Railway Companies:

To extinguish the Company’s powers of raising money under existing Acts, with certain exceptions:

To define the Company’s capital and debenture stock on 31 December 1865, as comprising 5,024,373 *l.* 15 *s.* preferential capital, 5,339,057 *l.* 10 *s.* ordinary capital, 2,127,500 *l.* capital authorised but not raised, 200,000 *l.* additional capital proposed to be authorised by the Bill, 188,568 *l.* 15 *s.* capital created but not received, and 1,297,319 *l.* debenture stock, amounting in the whole to 14,176,819 *l.*; and their debenture debt, on 31 December 1865, as being 2,155,885 *l.*:

To enable the Company—

To raise additional sums of 100,000 *l.* for the acquisition of the Midhurst and Mid-Sussex Railway, 500,000 *l.* and 94,000 *l.* for contributions to the capital of the Surrey and Sussex and the Chichester and Midhurst Railway Companies respectively, and 200,000 *l.* for the proposed new works, and other purposes of the Company; and to raise those sums, and also the whole of the sum of 2,127,500 *l.* authorised but not raised, by new ordinary or preference stock:

To create, and issue in exchange for other preferential stocks, "London, Brighton, and South Coast Railway Company's Five per Cent. Consols," to rank after existing preferential stocks and before the ordinary stock of the Company:

To acquire the Midhurst and Mid-Sussex Railway, and to subscribe to and guarantee the share and loan capital of the Surrey and Sussex and the Chichester and Midhurst Railway Companies:

To raise by borrowing 740,195 *l.* already authorised, one-fourth of each of the above mentioned additional sums of 100,000 *l.*, 500,000 *l.*, and 900,000 *l.*, and also the further sum of 66,660 *l.*:

To issue mortgages under the Company's Acts generally, and with the condition of future mortgages having equality therewith:

To grant leases of their superfluous lands.

The Bill further provides that when the affairs of the Wimbledon and Croydon and the Epsom and Leatherhead Railway Companies are wound up, those companies shall be dissolved, and shall be represented by the London, Brighton, and South Coast and the London and South Western Railway Companies; and that when the affairs of the several companies, whose undertakings are to be vested in the London, Brighton, and South Coast Railway Company by the Bill are wound up, they shall severally be represented by that Company.

Observations.

Section 4. It is usual, and it seems desirable to insert after "subject to the provisions of this Act," the words "and of the Acts and parts of Acts incorporated herewith."

Section 6. With respect to the proposed immediate vesting in the Company of the several undertakings mentioned in this clause, it may be a question whether in some of those cases Parliament has not directed the transfer to be deferred until the transferring Company shall have paid up half their capital and expended a like amount.

Section 11. It seems questionable whether the sum of 200,000 *l.* "additional capital, which by this Act the Company are authorised to raise," can be accurately described (as is proposed in this clause) as part of the capital and debenture stock of the Company, as on 31 December 1865.

Section 28 appears to be intended to enable the Company to borrow forthwith the whole sum of 740,196 *l.* first mentioned in that clause. It is to be observed, however, that under the Company's existing Acts, their power to borrow large portions of that sum cannot be exercised until the usual conditions have been fulfilled with respect to subscription, issue, and payment up of capital.

Sections 28 and 29 would authorise the Company to raise by *borrowing* one-fourth of their subscriptions to the capitals of the Surrey and Sussex, and the Chichester and Midhurst Railway Companies; this appears to be at variance with the practice of Parliament.

Section 31, declaring the amount entitling mortgagees to apply for a receiver, appears to include existing mortgagees. As this might alter the present rights of such mortgagees in that respect, the propriety of a provision having such retrospective operation appears questionable.

Sections 33 and 34. It is to be observed, that the form of mortgage contained in the Schedule does not include in the security "all future calls on the shareholders."

In that omission it appears to be inconsistent with the 38th section of "The Companies Clauses Consolidation Act, 1845," and with the form of mortgage deed in Schedule C. of that Act.

Section 34. It seems questionable whether the indefinite power of making "modifications" in the form of the Company's mortgages here proposed should be conceded. By "The Company's Clauses Consolidation Act, 1845," section 41,
a Company

a Company is required to issue its mortgages in the form given in that Act, "or to the like effect."

Section 44. It would not be in accordance with the practice of Parliament to grant the proposed power to "stop up" permanently roads, &c., not specified in the Bill. In other respects, section 44 is rendered unnecessary by the 16th clause of "The Railways Clauses Consolidation Act, 1845."

Section 50. It seems to be a question whether the proposed power of granting leases of superfluous lands "from time to time," and the expression "the Company *may* sell and dispose of the lands subject to the leases," &c., may not give rise to a doubt as to the future operation, with respect to this Company, of the compulsory provision for sale of superfluous lands in the 127th section of the Lands Clauses Consolidation Act, 1845.

The exercise of the leasing power is usually expressly restricted to the period provided for the compulsory sale of lands.

A provision of the nature referred to will be found in "The London, Chatham, and Dover Railway (Various Powers) Act, 1865," c. 269, s. 47.

Section 51. The proposed provision that the bye-laws of the Company shall be in force until they are altered or repealed by the Company, appears to be inconsistent with the 9th section of the General Act, 3 & 4 Vict. c. 97, which empowers the Board of Trade to disallow bye-laws of Railway Companies. The more usual provision in a case like the present is, that the Company shall, within a definite period (say six months), renew their bye-laws in order to make them applicable to all their Railways.

Sections 63 and 66. It is proposed by these clauses to defer the dissolution of the several Companies whose undertakings are vested by the Bill in the London, Brighton, and South Coast Railway Company until the affairs of those Companies are respectively wound up; and to defer the taking effect of the clauses, which declare that the London, Brighton, and South Coast Railway Company shall represent those Companies until their dissolution has taken place. This might have the effect of postponing indefinitely the liability of the London, Brighton, and South Coast Railway Company to fulfil the obligations which attached to the Companies who previously owned the transferred Railways.

Interference with Tidal Waters.

Interference with Tidal Waters is proposed by this scheme in the following Tidal Waters instances, viz. :—

The "Worthing Junction" crosses the River Adur, near Old Shoreham, by a Viaduct of 19 openings, each of 40 feet span, and 7 feet headway above the level of ordinary spring tides.

Such interference renders necessary the incorporation in the Bill of "The Railways Clauses Act, 1845," and of Sections 13 to 19, both inclusive ("Protection to Navigation,") of "The Railways Clauses Act, 1863."

Section 14 of the latter Act will enable the Board of Trade to require the construction of an opening span.

The Bill proposes to incorporate both of those enactments.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*London, Brighton, and South Coast Railway*
(*Various Powers*) Bill.]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by THE HOUSE of COMMONS, to be Printed,
9 February 1866.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

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RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

*London, Chatham, and Dover, and South Eastern (Kennington, Clapham, and
Brixton) Railways Bill.*

THE objects of this Bill are within the “ *Metropolitan Railway District.*” Objects.

It is proposed by this Bill to enable the London, Chatham, and Dover, and
the South Eastern Railway Companies—

To make Railways, in eight divisions of an aggregate length of 9 miles
71 chains, from a double junction with the South Eastern Railway (Charing
Cross Line) near the Blackfriars-road, passing parallel to the London, Chatham,
and Dover Railway as far as the New Kent-road, thence to a point at the western
side of Kennington Park, thence southwards along and under the Brixton-road
to near Brixton Hill and Balham Hill, thence northwards along and under the
Clapham-road to the above-mentioned point at the western side of Kennington
Park, and having connections with the London, Chatham, and Dover Railway at
the Borough-road, the Elephant and Castle, and the Clapham and the Brixton
stations :

To raise a capital of 2,000,000 *l.*, by “ Kennington, Clapham, and Brixton
Shares ” of 10 *l.* each, which may be divided into preferred and deferred half
shares, and 666,000 *l.* by loan :

To appoint a joint Board for managing the affairs of the new Railways :

And to make mutual contracts with respect to the making, working, and the
traffic of these Railways, and of the Metropolitan Stations of the two Companies.

Section 5. After “ subject to the provisions of this Act ” should be added, Observations.
“ and of the Acts or parts of Acts incorporated herewith.”

Section 12. It is to be observed that the holders of the “ Kennington, Clap-
ham, and Brixton Extension Shares ” are not constituted into a Company ;
neither is it provided by this Bill that they shall be shareholders in either of the
two existing Companies.

Section 43. This clause provides that the auditors for the new undertaking
shall be appointed by the Boards of directors of the two existing Companies ; by
which it would seem that the shareholders in the undertaking, who will not have
a voice in the election of the directors, are not intended to have the usual right of
electing auditors.

This Bill does not contain a provision for the conveyance of the labouring
classes at reduced fares each week-day morning and evening.†

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*London, Chatham, and Dover, and South
Eastern (Kennington, Clapham, and
Brixton) Railways Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

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RAILWAY AND CANAL, &c. BILLS.

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London, Chatham, and Dover Railway (New Lines, &c.) Bill.

THE objects of this Bill are chiefly within the “*Metropolitan Railway District.*” Objects.

It is proposed by this Bill to enable the London, Chatham, and Dover Railway Company—

To make the following Railways:—

(No. 1.) “Knight’s Hill Junction” (69 chains), to connect the Company’s Line at Herne Hill with the London, Brighton, and South Coast Railway (Mitcham and Tooting Line at Knight’s Hill), and to be in substitution for the original Knight’s Hill Line, authorised in 1864;

(No. 2.) “Denmark Hill Junction” (40 chains), to connect the Company’s Metropolitan Extension, north of the Loughborough Road Station, with their Line near Denmark Hill, authorised in 1865;

(No. 3.) “Peckham Curve” (18 chains), to connect the Company’s Peckham Line, authorised in 1863, with their two lines of rail on the Peckham Junction Line of the London, Brighton, and South Coast Railway, authorised in 1864, near Rye Lane;

(Nos. 4 and 5.) “East London Junction” Lines (2 miles 22 chains), to connect the Crystal Palace and South London Railway, by a double junction at Peckham, with the authorised Line of the East London Railway at Rotherhithe;

(No. 6.) “Greenwich Deviation” (35 chains), from a point in the Company’s authorised Greenwich Line, near the Lewisham Road, to the Public Baths at Greenwich, to be in substitution for the portion to Croom’s Hill of their Greenwich Line, authorised in 1863:

To take lands, to make new streets, and to close existing streets in the parish of St. Ann, Blackfriars, between the Company’s existing Railway, Ludgate Hill, Pilgrim-street, Printer-street, and Earl-street, for the improvement of the Ludgate Station:

To run over the West London Extension Railway, and a portion of the West London Railway, and to use its Station at Kensington:

To enter into working and traffic arrangements with the West London, the West London Extension, the London and North Western, and the London, Brighton, and South Coast Railway Companies, with respect to the Railways

of the contracting Companies ; and with the Corporation of London, with respect to the proposed new streets.

The Bill also authorises the making of a road at Ramsgate from the East Cliff to the Harbour by the Kent Coast Railway Company.

Observations.

In the title of this Bill the propriety of the expression, "Farringdon-street Terminus," seems questionable.

Sections 6 and 7. After "subject to the provisions of this Act" should be added, "and of the Acts and parts of Acts incorporated herewith."

Section 13. It seems to be a question whether "lands, houses, and buildings," the subject of this clause, should not be explained in the Bill, so as not to include *station buildings*, as the latter are strictly part of the undertaking of the Company.

Section 28 authorises the Company to abandon the construction of the portion of their intended Greenwich Line near Croom's Hill ; and in lieu of the usual provisions for compensation to landowners and others, whose lands have been injured, and in respect of contracts entered into or noticegiven by the Company, it is proposed by Section 31 that no such compensation shall be payable.

If the Company satisfy the Select Committee that the portion of the authorised Greenwich Line near Croom's Hill "has been rendered useless by circumstances beyond their control" (such as the refusal of Parliament to authorise an extension of that line beyond Croom's Hill), and may properly be abandoned, it might still be a question whether the ordinary rights of landowners are to be set aside, as proposed in Section 31. It is to be observed that the Company accepted the power they now have of making a line to terminate at Croom's Hill.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*London, Chatham, and Dover Railway (New
Lines, &c.) Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
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RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

London, Chatham, and Dover Railway (Various Powers) Bill.

SOME of the objects of this Bill are within the “*Metropolitan Railway Objects District.*”

It is proposed by this Bill to enable the London, Chatham, and Dover Railway Company—

To widen and improve the pier, and to alter the levels of a road at Queenborough :

To make a new road, and to deviate a footpath at the Ewell Station, near Dover :

To make a new road from the Queen’s-road, Battersea :

To make a deviation, length 18 chains, in one of their lines at Battersea, authorised in 1864 :

To acquire additional lands at and near Blackfriars, in the City of London ; at Pimlico ; and in the parishes of Camberwell, Christ Church, Battersea, Lambeth, Newington, and Southwark, in Surrey ; and of Bromley, Ewell, and Milton, in Kent :

To abandon the construction of a portion of the Farnborough Extension Railway originally authorised by “The West London and Crystal Palace Railway Act, 1854.”

It is further proposed by this Bill—

To enable the Sevenoaks, Maidstone, and Tunbridge Wells Railway Company to take additional land for station purposes at Sevenoaks :

To extend the times for the purchase of lands and completion of works limited by this Company’s Act of 1863, for the whole of the Peckham Line and for a portion of the Greenwich Line near Croom’s Hill ; and by their (New Lines) Act 1864, for the purposes of the Railway No. 13, “City Works” :

To enable the Company to enforce a penalty on foot-passengers crossing the Railway on the level at the Penge Station :

To repeal certain clauses in “The East Kent Railway Act, 1853,” requiring an opening span in the Company’s bridge over the River Medway ; and certain clauses in the Company’s Acts of 1862, 1863, and 1864, severally affecting the Metropolitan Board of Works, the London, Brighton, and South Coast Railway Company, and the Corporation of London :

To extend the provisions of the Company’s (New Lines) Act, 1864, which limit compensation for injury in respect of passengers by the trains for the labouring classes, to all third-class passengers, in Parliamentary trains or otherwise, carried at fares not exceeding one penny per mile :

To exempt the Company from the payment of duties payable upon inhabited houses in respect of the offices, refreshment-rooms, and other buildings in their Stations :

To authorise a transfer, at any time, of the Undertaking of the Sittingbourne and Sheerness Railway Company to the London, Chatham, and Dover Railway Company :

To alter certain provisions in the Company's Various Powers Acts of 1861 and 1865, in order to improve the position in respect to dividend of the Company's second preferential capital.

Observations.

Sections 6, 7, and 8. After "subject to the provisions of this Act" should be added "and of the Acts, and parts of Acts incorporated herewith."

Section 11. It is to be observed that to allow *five* years for the completion of the "Battersea Deviation" may in effect extend the time now limited for the completion of the Railway No. 3 (Battersea Works), authorised in 1864, which is referred to in Section 6 (G) of this Bill.

Section 30. If sanction be given to the proposed penalty on foot passengers crossing the Railway on the level at Penge Station, at a place where a level crossing exists for carriages and animals, it may deserve consideration whether there should not be an exemption in favour of persons wheeling barrows, &c.; and whether the Company should not be required to keep posted on each side of the crossing notices of the prohibition and the penalty.

Section 31. With reference to the proposed widening of Queensborough Pier and repeal of the provisions in the East Kent Railway Act 1853, with respect to the opening span of the bridge over the Medway thereby provided; my Lords have to observe that the jurisdiction in respect of the part of the River Medway in question has been reserved by the Admiralty pursuant to the "Harbour Transfer Act, 1862," Section 9; and that the powers under the 31st Section of the Act of 1853 are not now vested in the Board of Trade, as recited in page 4 of this Bill.

Sections 36 and 37. It is proposed by these clauses to alter in favour of this Company the general law with respect to liability under claims to compensation for injury to third-class passengers in Parliamentary trains, and other passengers at low fares; and with respect to inhabited house duty.

If it be considered that the general law in these respects is unduly onerous, it would still be a question whether this Company should obtain an exceptional immunity before the general law is altered.

With respect to the limitation of liability for compensation to 100*l.*, which is provided in the "London, Chatham, and Dover Railway (New Lines) Act, 1864," referred to in Section 36 of this Bill, and which is also to be found in recent Acts relating to some other Companies, it is to be observed that such limitation relates only to passengers conveyed at extremely low fares by certain morning and evening trains, which the Companies in question have been required to run for the benefit of the labouring classes, in consideration of new powers conceded to those Companies.

Section 39. With respect to the proposed authority to appropriate to proprietors of the Sheerness Company, shares or stock of the London, Chatham, and Dover Railway Company, it is to be observed that the Bill does not expressly authorise the latter Company to create shares or stock for that purpose; and it does not limit the total nominal amount of shares or stock which may be so appropriated to the amount of the authorised capital of the Sheerness Company.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*London, Chatham, and Dover Railway*
(*Various Powers*) Bill.]

FURTHER REPORT of the Board of Trade
on the RAILWAY and CANAL Bills, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and Bills relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Metropolitan and Richmond Railway Bill.

THE objects of this Bill are partly within the “*Metropolitan Railway District.*” Objects.

It is proposed by this Bill to incorporate “The Metropolitan and Richmond Railway Company,” with a capital of 750,000*l.*, in 10*l.* shares (which may be divided into Preferred and Deferred Half Shares), and 250,000 by loan; and to enable them—

To make the following Railways, viz.:—

(No. 1.)—(3 miles 8 chains) from a Junction at Warwick-road, South Kensington, with the authorised Branch Line of the Metropolitan District Railway, which is to join the West London Extension Railway, passing over the River Thames near and below Putney Bridge, to Putney Hill :

(No. 2.)—(36 chains) to connect No. 1 with the Richmond Line of the London and South Western Railway at Putney Station :

(No. 3.)—(4 miles 69 chains) from No. 1 at Fulham, passing over the River Thames above Putney Bridge and south of Barnes Elms, to Barnes, and thence near and at the south side of the Richmond Line of the London and South Western Railway, by Mortlake, to terminate near Waterloo-place and Princes-street, in Richmond :

(No. 4.)—(35 chains) to connect No. 3 with the Richmond Line of the London and South Western Railway at the east of Barnes Station :

To use the Stations of the London and South Western Railway at Putney and Barnes, and the adjoining portions of that Railway :

And to enter into working and traffic arrangements with the Metropolitan District Railway Company with respect to the new Railways.

Section 45. See observations on “Running Powers,” in the General Report of Observations. the Board of Trade on Railway, &c. Bills of this Session, page 25.

This Bill does not contain the usual provision for notice to the labouring classes for removal from their houses required by the Company.

Interference with Tidal Waters.

Tidal waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz. :—

Railway (No. 1) crosses the Thames below Putney Bridge by a viaduct of five spans, each 150 feet wide and 20 feet high.

Railway (No. 3) crosses the Thames above Putney Bridge by a viaduct of five spans, each 115 feet wide and 20 feet high.

There does not appear to be any objection to either of these two structures apart from other proposed new bridges in their vicinity.

If, however, both the viaduct for Railway No. 1, and that for the Railway proposed by the *Wimbledon Railway* Bill of this Session be sanctioned (an event which can hardly take place), the viaduct for Railway No. 1 being placed between the other and Putney Bridge, and close to both of them, would occasion inconvenience to navigation.

The proposed interference renders necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of Sections 13 to 19, both inclusive ("Protection to Navigation"), of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate both of these enactments.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Metropolitan and Richmond Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

15—XXI.

Under 1 oz.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Metropolitan and St. John's Wood Railway Bill.

THE objects of this Bill are partly within the “*Metropolitan Railway* Objects. *District.*”

It is proposed by this Bill to enable the Metropolitan and St. John's Wood Railway Company—

To make Railways Nos. 1, 2, and 3 of a continuous length of about 10 miles from a point in the authorised line of the Company's Extension to Hampstead, passing at the east of the Finchley Road to Golder's Green, and thence by Hendon to a junction with the authorised line of the Watford and Edgware Junction Railway at Edgware: No. 4 (38 chains) to connect No. 3 southwards with the authorised line of the Midland Railway Extension to London, at Hendon: No. 5 (2 miles $7\frac{1}{2}$ chains) from No. 1 at Golder's Green, northwards to the authorised line of the Edgware, Highgate, and London Railway at Finchley: No. 6 (3 miles 20 chains) from the Company's Extension to Hampstead, near its authorised termination, passing by the north of Highgate to a junction near Muswell Hill with the authorised Alexandra Park Line of the Edgware, Highgate, and London Railway: Nos. 7 and 8 (aggregate length 1 mile 22 chains) to connect the Company's authorised main line at Belsize Road with the London and North Western Railway, near Camden Station:

To raise further sums of 750,000*l.* by new, ordinary, or preference shares, and 250,000*l.* by loan:

To abandon the northern portion of the Company's authorised line to the Finchley Road Station:

To run over portions of the Edgware, Highgate, and London Railway to Finchley, and to Alexandra Park:

To have traffic facilities by through booking and otherwise from the Edgware, Highgate, and London, and the Watford and Edgware Junction Railway Companies:

To enter into arrangements with the Metropolitan Railway Company with respect to the working and traffic of the Railways; and with the Alexandra Park Company (Limited) and the Muswell Hill Estate Company (Limited) with respect to works and traffic at Alexandra Park.

Sections 4 and 5. After “subject to the provisions of this Act” should be added “and of the Acts and parts of Acts incorporated herewith.” Observations.

Section 10. With respect to the proposed power to create preferential capital for new purposes, it is to be observed that the Company have not opened their original line.

Sections 21 to 30. It should, perhaps, be explained in this Bill whether the provisions relating to tolls, &c. in these clauses will apply to all the Railways of the Company, authorised and proposed to be authorised; or whether the provisions relating to tolls, &c. in this Company's Acts of 1864 and 1865, which are different from those in this Bill, are to continue applicable to the Railways already authorised.

Section 34. See Observations on “Running Powers” in the General Report of the Board of Trade on Railway, &c. Bills of this Session, page 25.

This Bill does not contain the usual provision for notice to the labouring classes for removal from their houses required by the Company.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Metropolitan and St. John's Wood Railway
Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson,*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Metropolitan District Railway Bill.

THE objects of this Bill are within the “*Metropolitan Railway District.*” Objects.

It is proposed by this Bill to enable the Metropolitan District Railway Company to acquire additional lands and buildings near their authorised Line at the Old Brompton-road, near Sloane-square, near and to the north of Victoria-street, Westminster, and in and near Garlick-hill, Queen-street, King William-street, Eastcheap, St. Dunstan’s-hill, and Trinity-square, in the City; and to confer on them power to underpin, or otherwise strengthen, any houses within 100 feet of their Railway.

Section 5. With respect to the proposed power to “appropriate and use the subsoil of the streets,” &c., it may deserve consideration whether the Bill should not specify a minimum depth below the surface of the streets, &c., within which the power should not extend. Observations.

Section 11. The object of this clause appears to be to enable the Company to do whatever they may think necessary for the support of any houses which they do not intend to purchase, but to which they apprehend injury from their works, without the consent of the parties interested in such houses; and to preclude those parties from contending, as they might otherwise have done, that their houses are “injuriously affected” by the Railway Works, and from claiming compensation for such injury in lieu of such strengthening as the Company think fit to provide.

The proposed power is a novel one, and appears to be not free from difficulty.

If it be granted, it may deserve consideration whether the words “or otherwise strengthen” should not be qualified by a provision that the means of strengthening used by the Company shall not, without the consent of the parties interested, be a buttress or shore, or other stay *above the surface of the ground*; also whether provision should not be made for the maintenance of the underpinning, or other means of strengthening, by and at the cost of the Company; and whether express reference should not be made to the 68th Section of “The Lands Clauses Consolidation Act, 1845,” in order to make it applicable for determining any compensation which may become payable under Section 11 of this Bill.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Metropolitan District Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE, on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Miner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

1. *Metropolitan Railway (Additional Powers) Bill.*

2. *Metropolitan Railway (Station Collecting Lines) Bill.*

1. *Metropolitan Railway (Additional Powers) Bill.*

THE objects of this Bill are within the “*Metropolitan Railway District.*” Objects.

It is proposed by this Bill to enable the Metropolitan Railway Company—

To vary certain Works prescribed by their Act for the construction of their Notting Hill and Brompton Extension, in the estate of the Earl of Harrington, and by making an open cutting instead of tunnel between Peel-street and Sheffield-terrace, and between Hornton Mews and High-street, Kensington, and a deviation and alteration between Gloucester-road and Prince Albert's-road, South Kensington :

To acquire additional Lands and to stop up certain Streets at various parts of the Company's existing and authorised Lines :

To extend for two years the several periods limited for the completion of any Works of the Company :

To extend to all trains run by the Company for conveying the labouring classes at one penny each passenger, the limitation to 100 *l.* of the Company's liability for compensation for injury :

To contract—

With the Great Western, the Midland, and the Great Northern Railway Companies, or any of them, with reference to the traffic of those Companies over the Metropolitan Railway and its Finsbury Extension :

With the Metropolitan Warehousing Company (Limited), with reference to buildings for that Company :

With the Metropolitan District Railway Company, with respect to the purchase of lands for, and the construction, working, and traffic of their respective Railways :

To take a lease or a transfer of the Metropolitan and Saint John's Wood Railway :

To raise further sums of 1,000,000 *l.* by new Ordinary or Preference Shares, and 333,000 *l.* by Loan.

The Bill is also to give effect as from 1864 to an Agreement (scheduled to the Bill) with the Corporation of London, with respect to Works and Lands connected with the Metropolitan Meat and Poultry Market, and the Holborn Valley Improvement.

The Bill further provides a penalty on persons "accused of offences" against the Company's Acts or bye-laws, who refuse to give, or give falsely, their names and addresses to the Company's servants.

It limits the time for notice of compensation for injury from accidents, and the time for making claim for compensation for lands injuriously affected by the execution of the Company's Works.

Sections 2, 21, and 24. Having regard to the arrangements proposed to be authorised in Sections 21 and 24 of this Bill, it seems desirable that the Bill should incorporate Part III., "Working Arrangements," of "The Railways Clauses Act, 1863."

Section 20. The expression "Metropolitan Railway Acts" does not appear to be explained in this Bill, and seems to require definition.

Sections 21 and 24. *See above, under Section 2.*

Sections 27, 28, and 29. These Clauses—for imposing a penalty on any person "accused of any offence," &c., who refuses to give, or abstains from giving, or gives falsely, his name and address to the Company's servants (Sec. 27); for limiting the Company's liability for injury by accident on the Railway to cases in which notice of the claim is given to the Company within two months (Sec. 28); and for limiting the Company's liability for injuriously affecting lands by the execution of their Works to cases in which a claim is made within 12 months after the completion of the Works in question—would severally effect, in favour of this Company, changes in the general law with respect to the relations between Railway Companies and the public.

It may be that such changes, or some of them, might not be undeserving of adoption by the Legislature as amendments of the general law; but it seems questionable whether the Special Acts of Railway Companies should create in their favour exceptional rights or immunities such as are proposed in these three Clauses of this Bill.

It is to be observed that provisions of the like kind have been contained in Bills promoted by this Company in the two last Sessions; but the Company appear to have failed to satisfy Parliament that they were exceptionally necessary in the case of the Metropolitan Railway.

2. *Metropolitan Railway (Station Collecting Lines) (No. 1.) Bill.*

THE objects of this Bill are within the "*Metropolitan Railway District.*"

It is proposed by this Bill to incorporate "The Metropolitan Railway (Station Collecting Lines) Company," with a capital of 1,100,000 *l.*, in 10 *l.* shares, and 333,000 *l.* by loan; and to enable them—

To make five Railways, of an aggregate length of 3 miles 31 chains; of which three would respectively be, from the existing Metropolitan Railway Stations at Baker-street, Portland-road, and Gower-street, southwards, along and under the intervening streets to Oxford-street: another would be from the authorised Extension of the Metropolitan Railway at Aldgate, along and under Whitechapel to Mile End-road; and another would be from the authorised Extension of the Metropolitan Railway at Alfred-place West, South Kensington, to the Kensington-road:

To enter into arrangements with the Pneumatic Despatch Company (Limited), with reference to the construction of the Works, the working of the intended Railways, and the adoption of the Pneumatic mode of propulsion :

And to enter into traffic and working arrangements with the Metropolitan Railway and the Metropolitan District Railway Companies :

The Metropolitan Railway and the Metropolitan District Railway Companies are to afford facilities for the interchange and transmission of traffic over their Railways from and to the Company's Railways.

No observations are made on this Bill, as my Lords understand that it has been withdrawn before the Examiners on Standing Orders.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

- [1. *Metropolitan Railway (Additional Powers) Bill.*]
[2. *Metropolitan Railway (Station Collecting Lines) Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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Metropolitan Tramways Bill.

THE objects of this Bill are partly within the “*Metropolitan Railway Objects, District.*”

It is proposed by this Bill to empower “The Metropolitan Tramway Company, Limited,” incorporated under “The Companies Act, 1862 :”

To lay down and maintain—

1. The Holloway and Finsbury Tramway, from the Archway Tavern, Upper Holloway, by the Holloway-road, High-street, Islington, and City-road, to the south-west corner of Finsbury-square :

2. The Islington and Tottenham Court-road Tramway, from the crossing of the Great Northern Railway over the Seven Sisters-road, along that road, Camden-road, High-street, Hampstead-road, and Tottenham Court-road, to the south end of the last-mentioned road :

3. The Edmonton and Kingsland Tramway, from the Edmonton Station of the Enfield Railway by Stamford-hill and Stoke Newington, to the south end of Kingsland Green :

4. The Stratford and Whitechapel Tramway, from Stratford Grove by Stratford-road, Bow-road, Mile End-road, and Whitechapel High-street, to the end of Middlesex-street :

Also Tramways along any other streets, as may be agreed upon between the Company and the Street Authorities.

The Tramways are to be formed with iron rails, laid on sleepers, so as not to project above the surface of the street ; they are to be placed where the Street Authority approves, subject to arbitration : they may be used by the Company, and the Company only, with carriages having flanged wheels : the carriages may be used for the conveyance of passengers and goods ; and they are to be moved by animal power only.

Bills to authorise the construction of Tramways in the Metropolis have been deposited in some previous Sessions ; but my Lords are not aware that any such Bill has come under the consideration of a Select Comitée. Observations.

The Tramways contemplated by the promoters of this Bill will not, as it would seem, be connected with any existing Railway : and they are probably intended to be used for passengers and parcels traffic only.

Such Tramways have been found useful in some large towns for purposes of omnibus traffic : and without causing any serious inconvenience, when laid in wide roads or streets, and formed so as not to impede the running of ordinary vehicles. But there will in every case arise a question of comparative convenience to the public using the Tramway and inconvenience to the public using the streets ;

and where the streets in which the Tramway is to be laid are narrow or winding, cross streets numerous, and the ordinary street traffic large, it may be found that the utility of the Tramway would not counterbalance the inevitable inconveniences, even though the Tramway be formed, so as to cause the least possible impediment to the running of ordinary vehicles over it. Such considerations may make a material distinction between authority to make the four Tramways specified in this Bill, and the general authority, proposed in Section 30, to lay a Tramway wherever a Street Authority will permit it.

If, after inquiry into the method of laying edge rails in the public roads and streets proposed by the promoters of this Bill, and into other particulars material to the fitness of the Tramways specified in the Bill, the Committee are of opinion that the formation of such Tramways may be permitted, the following points would perhaps deserve the consideration of the Committee, viz. :—

1. The prescribing a gauge for the Tramways, with a view to extensions which may be afterwards authorised to be made by the Company, or by other parties, and which may become connected with Railways :
2. Limitation of the number of lines of Tramway, and passing places :
3. Limitation of the time during which the surface of the road or street may be kept broken up at any particular place :
4. Limitation of the time for the exercise of the Company's powers for the formation of the several Tramways :
5. Limitation of the maximum rates which may be charged for conveyance of passengers and parcels.

It may also be a question whether the Bill should not contain a provision that owners of any sewer, drain, or pipe, shall not be impeded from access to it for repair, &c., and shall not be liable to compensate the Company for temporary stoppage of the Tramway during such repair, &c., such as is contained in Section 44 of "The Tramways (Ireland) Act, 1860," (c. 152). It is to be observed that Sections 11 and 13 of this Bill refer only to a "Company or body," and do not appear to afford the like protection to individual owners of any pipe, &c.

Section 15. It might be proper to insert the words, "subject to the provisions of this Act," between the words "they may," and "lay down," in the second line of this clause.

Section 24. It is to be observed that at places where the Tramway is laid near the side of the roadway, the provisions of this clause might preclude the stopping of a vehicle at houses, shops, &c. on that side of the road or street.

Section 30. If a general authority to lay a Tramway wherever the Street Authorities will permit it be conceded, it may deserve consideration whether there should not be some limitation of the minimum length of any one Tramway which may be so formed, say one mile.

Board of Trade,
February, 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Metropolitan Tramways Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by the House of Commons, to be Printed,
9 February 1866.

15--XXV.

Under 1 oz.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Midland Railway (Additional Powers) Bill.

SOME of the objects of this Bill are within the “*Metropolitan Railway District.*” Objects.

It is proposed by this Bill:

To enable the Midland Railway Company—

To acquire Additional Lands at North Wingfield and Glossop, in Derbyshire; at Hunslet, Armley, and Bingley, in the West Riding of York; at Normanton-on-Soar, in Nottinghamshire; at Rugby and Coleshill, in Warwickshire; at Leicester; at Berkeley and Cheltenham, in Gloucestershire; at Kentish Town, near the south side of the Company's authorised Extension to London, and at Blackwall, near the western entrance of the Victoria Docks;

To raise an additional sum of 130,000 *l.* by new ordinary or preferential shares:

To define and determine the particulars of the existing share powers of the Company, amounting in the whole to 24,442,817 *l.* 17 *s.* 4 *d.*, and their existing debenture stock, mortgage and bond debt, and unexercised borrowing powers, as amounting to 7,064,519 *l.*:

To confirm a scheduled agreement between the Company and the Great Western Railway Company, as to the terms of using the Railway and Station at Malvern Link.

Sections 5, 8, and 9. It would be more accurate, and it seems desirable, to add, after “Subject to the provisions of this Act,” the words “and of the Acts and parts of Acts incorporated herewith.” Observations.

Section 18. The exercise of this Company's powers of borrowing conferred by recent Acts is postponed till after subscription issue and partial payment of the share capital authorised by those Acts respectively.

It may deserve consideration whether those restrictions on the Company's borrowing powers should not be expressly reserved in this Bill, in connection with the proposed declaration of the amount of their borrowing powers.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Midland Railway (Additional Powers)
Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and
BILLS relating to HARBOURS, DOCKS, and
TIDAL WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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Midland Railway (Branches, &c.) Bill.

SOME of the objects of this Bill are within the “*Metropolitan Railway Objects. District.*”

It is proposed by this Bill :

To enable the Midland Railway Company—

To make the following Works :

(1.) A Railway (4 miles 77 chains) from the Company's Nottingham and Mansfield Branch at Radford to their Erewash Valley Branch at Trowell, in Nottinghamshire :

(2.) A Railway (3 miles 30 chains) from the Company's Stanton Branch at Stanton to the Nutbrook Colliery, near Heanor, in Derbyshire :

(3.) A Railway (1 mile 40 chains) from the Company's main line at Beighton to Killamarsh in Derbyshire :

(4.) A Railway (4 miles 27 chains) from the Company's main line at Findern to the Company's authorised line from Normanton to Breedon-on-the-Hill at Swarkestone, in Derbyshire :

(5.) A Railway (2 miles 48 chains) from the Company's Leicester and Swannington Extension at Stapenhill to Bretby Colliery, in Derbyshire :

(6.) A Railway (42 chains) from the Company's authorised line from Chesterfield to Sheffield at Whittington to the private tramway of the Sheepbridge Iron and Coal Company (Limited) at Newbold, in Derbyshire :

(7.) A Railway (43 chains), entirely in the parish of Stockport, from the Newton Hyde and Compstall Branch of the Manchester, Sheffield, and Lincolnshire Railway Company at Romiley, to the Stockport and Woodley Junction Railway at Bredbury :

(8.) A Branch Railway (35 chains) in Burton-upon-Trent :

(9.) A Railway (4 chains) at Tamworth from the Company's main line to the Trent Valley line of the London and North Western Railway Company :

(10.) A Deviation (62 chains) in the line and levels of the Company's authorised line from Spondon to Derby between Osmaston and the Company's Derby Station :

(11.) (If agreed with the Great Northern Railway Company), a Deviation, 32 chains in length, in the parish of Luton, in that Company's Hertford, Luton, and Dunstable Branch :

(12.) Various new and altered roads and footpaths in the parishes of Ampthill and Luton in the county of Bedford; Hendon and St. Pancras in the county of Middlesex; and St. Philip and St. Jacob in the city of Bristol :

To acquire by compulsion or agreement a Railway in the parish of Shirland, in the county of Derby, from the Company's main line to the Shirland Colliery :

To substitute covered way for open cutting in the construction of a portion ($4\frac{3}{4}$ chains) of the Company's authorised Extension to London, at the southern end of the authorised Tunnel, in the parish of St. John, Hampstead :

To raise further sums of 350,000 *l.* by new ordinary or preferential shares, and 116,000 *l.* by loan :

To abandon the construction of Railway No. 2 at Normanton, in Derbyshire, authorised by the Company's "New Lines and Additional Powers Act, 1864," and a portion of Railway, No. 12, between Spondon and Derby, authorised by the Company's "New Lines and Additional Powers Act, 1865 :"

To extend the time for the construction of Railway No. 3, to Bugsworth Mills, authorised by the Company's "Rowsley and Buxton Extension, &c. Act, 1862," from the 28th June 1866 until the 1st of September 1867 :

To authorise a lease (for any term) or a transfer to the Midland Company of the undertakings of the Midland and South Western Junction and the Tewkesbury and Malvern Railway Companies, or either of them ; and an increase of the Midland Railway Company's share capital and borrowing powers to the amount of the authorised share and loan capital of the transferring Company :

To enable the Midland Railway Company to run over (1) the portion of the Manchester, Sheffield, and Lincolnshire Railway between the junction therewith of the Lancashire and Yorkshire Railway at Penistone and Beighton on the one hand, and Sheffield on the other ; and (2), the portion of the Lancashire and Yorkshire Railway between Penistone and Huddersfield, and to use the station at Huddersfield.

Observations.

Sections 6, 7, 9, 13 and 14. It would be more accurate and it seems desirable to add after "Subject to the provisions of this Act," the words "and of the Acts and parts of Acts incorporated herewith."

Section 21. The Bill does not propose to enable the mortgagees under this clause to obtain the appointment of a receiver.

Section 27. This clause limits a time for completion for the *new* Railways only. It may deserve consideration whether there should not be added a provision limiting the time for the completion of the proposed deviation of the Spondon and Derby line, at present required to be completed by 5th July 1870.

Section 33. With respect to the new roads in the parish of Hendon, Middlesex, proposed in Section 9, it is to be observed that by Section 90 of this Company's "New Lines and Additional Powers Act, 1865," they are required to keep in repair the new roads authorised by that Act for seven years from their completion.

Section 38. Reference may be made to the Observations on "Amalgamation, Sale, and Lease," including those on "Public notice of Transfer" in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, pages 24 and 25.

The Bill does not contain the usual provisions for the deposit of a copy of the Deed of Lease or Transfer with the Clerk of the Peace, and for publication of notice of the change of ownership.

Section 48. Reference may be made to the Observations on "Running Powers" in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 25.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Midland Railway (Branches, &c.) Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL Bills, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Mid-London Railway Bill.

THE objects of this Bill are within the “*Metropolitan Railway District.*” Objects.

It is proposed by this Bill to incorporate “The Mid-London Railway Company,” with a capital of 2,500,000 *l.* in 20 *l.* shares, which may be divided into preferred and deferred half shares, and 833,300 *l.* by loan; and to enable them—

To make Railways of an aggregate length of 6 miles 24 chains, of which Nos. 1, 3, and 4, of a continuous length of about 5 miles 30 chains, will commence by a junction with the West London Railway south of the Uxbridge Road, near Shepherd’s Bush, and passing along and under the Uxbridge Road to the Marble Arch, thence near and at the south of Oxford-street, and along and under Broad street, the north side of Lincoln’s Inn Fields, and the eastern part of Holborn, will terminate by a junction with the London, Chatham, and Dover Railway near Fleet-lane, south of Skinner-street; No 2 (60 chains) will connect No. 1, northwards, with the West London Railway; and No. 5 (20 chains) will connect No. 4 with the London, Chatham, and Dover Railway at West Smithfield :

To make three new streets in connection with the Railway works; viz. from New Bond-street to the north-west angle of Hanover-square, and from the north-west and north-east angles of Lincoln’s Inn Fields to Broad-street, and to Holborn respectively :

To run over the portions of the London, Chatham, and Dover Railway north of the Ludgate Station, over the Extensions to Finsbury and Tower-hill of the Metropolitan Railway, and over the West London Railway, and to use the stations on those Railways :

To enter into contracts—

With the London, Chatham, and Dover, the London and North Western, and the Metropolitan Railway Companies, with respect to the working and traffic of the intended Railways;

With the Corporation of London and the Metropolitan Board of Works, and local Boards, with respect to construction and maintenance of works connected with the intended new streets.

The Bill provides that a morning train from Shepherd’s Bush, and an evening train from the junction of the proposed Railways with the London, Chatham, and Dover Railway, shall be run for the conveyance of the labouring classes taking weekly tickets, at fares not exceeding one penny per passenger each journey. Observations.

Sections 5 and 32. After “Subject to the provisions of this Act,” should be added, “and of the Acts and parts of Acts incorporated herewith.”

Section 32 appears to give a general power of permanently stopping up any streets and other thoroughfares without the substitution of another thoroughfare. The power of stopping thoroughfares up is usually restricted to such as may be rendered useless or unnecessary by the proposed works.

It is to be observed that this Bill, which is to authorise interference with numerous important roads and streets, does not contain any provision for limiting the time during which such interference shall continue at each place.

Section 62. *See* Observations on "Running Powers" in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page .

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Mid-London Railway Bill.*]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL Bills, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“THAT the BOARD OF TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and Bills relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

North Metropolitan Railway Bill.

THE objects of this Bill are partly within the “ *Metropolitan Railway District.*” Objects.

It is proposed by this Bill to incorporate “ The North Metropolitan Railway Company,” with a capital of 1,600,000 *l.* in 20 *l.* shares, and 533,000 *l.* by loan ; and to enable them—

To make Railways of the aggregate length of 26 miles 37 chains, of which (No. 1.) “ Main Line ” (22 miles 8 chains) will commence at a point adjoining the Southall Station of the Great Western Railway, and passing by Twyford, by the north of Hampstead, by Upper Holloway, Stoke Newington, and Lower Clapton, by the west of Stratford, and near and to the north of the Victoria Docks, will terminate at the north bank of the River Thames at Gallion’s Reach ; and Nos. 2—9 will severally be junction branches from No. 1 to the Great Western Railway at Southall, to the London and North Western Railway (Down and Up Lines) near Twyford, to the authorised Midland and South Western Junction Railway, at two points, near its crossing of the Edgware Road, to the authorised line of the Great Eastern Railway (Down and Up) at Hackney, and to the Barking Branch of the London, Tilbury, and Southend Railway, near West Ham Abbey :

To run over and use certain portions of the authorised Midland and South Western Junction Railway, and of the above-mentioned line of the Great Eastern Railway :

To enter into agreements with the London and St. Katherine Docks Company and the Victoria Docks Company, or either of them, with reference to laying down and maintaining of rails on the quays and wharves of the Victoria Docks, and the use by the Dock Companies of the sidings, stations, and wharves of the new Company.

Section 7. After “ Subject to the provisions of this Act,” should be added Observations
“ and of the Acts and parts of Acts incorporated herewith.”

As the proposed “ Main Line ” is to have a junction branch to the Great Western Railway at Southall, it may be a question whether the gauge of such of the new Railways (if any) as are intended to include the broad gauge should not be specified in the Bill.

Section 38. *See* observations on "Running Powers" in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 25.

Section 42. It may deserve consideration, whether Part III. (Working Agreements) of "The Railways Clauses Act, 1863," should not be incorporated with this Bill, and made applicable to the agreements proposed to be authorised by this clause.

Interference with Tidal Waters.

Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz. :

Railway No. 1 (Main Line) crosses the "Channel Sea River" branch of the River Lea, between West Ham Abbey and its entrance into the River Lea, by a single arch, 30 feet span and 12 feet high.

It terminates on the shore of the Thames at Gallion's Reach.

Railway No. 9 (Tilbury Junction) crosses the "Channel Sea River" by an opening bridge 25 feet span and 2 feet high, close above the proposed crossing of the "Main Line."

Such interference renders necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of Sections 13 to 19, both inclusive ("Protection to Navigation"), of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate both of these enactments.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*North Metropolitan Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

North Surrey Railways Bill.

THE objects of this Bill are partly within the “*Metropolitan Railway Objects, District.*”

It is proposed by this Bill to incorporate “The North Surrey Railway Company,” with a capital of 300,000 *l.*, in 10 *l.* shares, and 100,000 *l.* by loan; and to enable them—

To make a Railway (4 miles 52 chains) from a point near the Richmond Gate of Richmond Park, passing between Mortlake and East Sheen, by Barnes Common and over the River Thames, northward of Barnes Elms, to a junction with the authorised Fulham Railway near Crown-lane, Fulham; also a Railway (1 mile 78 chains) from a junction with the former near the east side of the River Thames to a junction, near the Earl’s Court-road, with the authorised Branch of the Metropolitan District Railway which is to join the West London Extension Railway:

To enter into working and traffic arrangements with the Fulham, the London and South Western, the London, Brighton, and South Coast, the Metropolitan, the Metropolitan District, the Hammersmith and City, and the Great Western Railway Companies, or any of them, with respect to the Railways of the contracting Companies:

To run over “some part or parts” of the Railways of those seven Companies; and to have traffic facilities, by through booking and otherwise, from those seven Companies.

Section 5. After “subject to the provisions of this Act,” should be added, *Observations.* “and of the Acts and parts of Acts incorporated herewith.”

Section 37. With respect to the proposed power to run over and use “some part or parts” of the Railways of seven other Companies, it is to be observed that, when a running power is given, it is the practice of Parliament to specify the extent of Railway which may be so used.

See observations on “Running Powers,” in the General Report of the Board of Trade on Railway, &c. Bills of this Session, page 25.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following Tidal Waters. instance, viz. :—

The Railway first mentioned crosses the River Thames above Barnes Elms by a Bridge of 4 spans, each 150 feet wide and 22 feet high.

Such interference renders necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of Sections 13 to 19, both inclusive ("Protection to Navigation"), of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate both of these enactments.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*North Surrey Railways Bill.*]

FURTHER REPORT of the BOARD OF TRADE ON
the RAILWAY AND CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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North Western and Charing Cross Railway Bill.

THE objects of this Bill are within the “*Metropolitan Railway District.*” Objects.

It is proposed by this Bill—

To authorise the North Western and Charing Cross, the London and North Western, and the South Eastern Railway Companies, to enter into arrangements with respect to the working and traffic of their respective Railways:

To enable the London and North Western and the South Eastern Railway Companies to guarantee payments to the North Western and Charing Cross Railway Company; and to appoint directors of that Company:

To repeal existing provisions restricting the Company's works in Hampstead-road and Tottenham Court-road; and to authorise the Company to make and maintain openings for light and ventilation in those roads.

Section 4. It may deserve consideration whether the arrangements to be authorised by this clause should not be limited to the undertaking of the North Western and Charing Cross Railway Company, instead of including, as at present, the working &c. of the South Eastern Railway by the London and North Western Railway Company, and *vice versa*. Observations.

Section 5. With respect to the guarantee here proposed to be authorised, it is to be observed that the Bill does not contain the usual provision for preserving the priority of existing guarantees and preferences granted by the guaranteeing Companies.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*North Western and Charing Cross Railway
Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Pneumatic Despatch Company Bill.

THE objects of this Bill affect the “*Metropolitan Railway District.*”

Objects.

The Pneumatic Despatch Company (Limited), have obtained by their special Act of 1859 (c. 137), powers for laying down pneumatic tubes under the streets of the metropolis for the conveyance of parcels, despatches, and messages; and by their Act of 1864 (c. 130), power for acquiring compulsorily, for the purposes of their undertaking, certain lands and buildings shown in a deposited plan and book of reference in the usual manner.

It is proposed by this Bill that the Company shall be enabled to purchase, compulsorily, vaults and cellars under the public streets, without purchasing the houses or buildings to which they are attached:

To purchase, compulsorily, for the purposes of stations, any lands or buildings, to a limited extent, upon the authority of a certificate of the Board of Trade:

To contract with the Metropolitan, and the Metropolitan District Railway Companies, with respect to the working and traffic of the undertakings of the contracting Companies:

To take tolls for the conveyance of passengers, not exceeding rates specified in the Bill; and “reasonable” tolls for the conveyance of goods.

Section 1. It appears that this Company contemplate the adaptation of their undertaking to the conveyance of passengers and goods, and they seek power to levy tolls for such conveyance. Section 1 incorporates, amongst other things, “The provisions of ‘The Railways Clauses Consolidation Act, 1845,’ with respect to the conveying of passengers and goods upon the Railway,” but it omits the words “and the tolls to be taken thereon,” which are combined with those words (cited in *italics*) in the General Act (*see* the introduction to Sections 86-107); and which can scarcely be separated from them without causing uncertainty as to the particular clauses which will be incorporated with this Bill. Observations.

Sections 3 and 4. The provisions of these two clauses are unusual, and will doubtless have the careful consideration of the Committee, after full explanation by the promoters of the grounds on which these several powers are considered necessary.

With respect to the power in Section 3, to take vaults and cellars, without purchasing the houses, &c. to which they are attached, it may be observed that the Bill does not appear to provide for the execution by the Company at their own expense, of all works which may be necessary for the security of the vendors, in order to close communication between the vaults and cellars so taken, and the houses or buildings to which they were attached.

For the power proposed to be given to the Company by Section 4, to take land and buildings, compulsorily, if authorised by certificate of the Board of Trade, my Lords are not aware that there is any precedent. The authority to take and hold lands which can be given by certificate of the Board of Trade, under "The Railways Construction Facilities Act, 1864," is limited to lands, &c., for the acquisition of which the Company have previously agreed with the proprietors.

The provision "in any one *place*," in Section 4, seems to be wanting in distinctness. A more practical limitation might be found in distance, say 200 yards.

Section 4 proposes that questions of compensation for lands and buildings taken compulsorily by the Company under the powers of that clause, shall be determined, not by a jury, or by two arbitrators and an umpire, at the option of the owner, as would be the case under "The Lands Clauses Consolidation Act, 1845," but by a single arbitrator to be appointed by the Board of Trade. The propriety of this exceptional provision seems questionable; and it may deserve consideration whether the question of the necessity for taking any particular private property should not be determined, together with its value, by a jury, if so desired by the proprietor.

Section 5. It is to be observed, with reference to this power to enter into working and traffic arrangements, that the Bill does not incorporate Part III ("Working Agreements") of "The Railways Clauses Act, 1863."

Section 6. The Bill does not specify the amount of luggage which passengers may take with them free from charge.

Section 7. It may deserve consideration whether the maximum charges for the conveyance of parcels should not be limited by this Bill.

The Bill does not contain any reservation of the operation of General Acts relating to Railways, or of the revision of the maximum rates by authority of Parliament.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Pneumatic Despatch Company Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

15-XXXII.

Under 1 oz.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

South Eastern Railway Bill.

SOME of the objects of this Bill are at the boundary of the “*Metropolitan Railway District.*” Objects.

It is proposed by this Bill to enable the South Eastern Railway Company—

To make a Railway No. 1, (1 mile 30 chains,) to form a connection at Greenwich, between their lines east and west of that place, authorised by an Act of 1865 :

And Railways Nos. 2 and 3, (together in length 6 miles 69 chains), to connect the authorised Weald of Kent Railway at Tenterden with the Company's Ashford and Hastings Line, near Appledore :

To raise further sums of 204,000 *l.* by new ordinary or preference shares, and 68,000 *l.* by loan :

To substitute a bridge over the Company's Bricklayer's Arms Branch, for a level crossing at St. James's Road, in the parish of Bermondsey :

To construct, with the approval of the Admiralty, a Custom House, &c., on the Admiralty Pier at Dover :

To run over and use the North Kent Railway Extension Railway and Pier authorised in 1865 :

To abandon a short portion of the Company's Line at the east of Greenwich, authorised by their Act of 1865.

The Bill further provides that the London, Chatham, and Dover Railway Company may run over and use the intended new Railway.

Sections 4, 5 and 18. After “subject to the provisions of this Act” should Observations.
be added, “and of the Acts and parts of Acts incorporated herewith.”

Section 27. See observations on “Running Powers,” in the General Report of the Board of Trade on Railway, &c., Bills of this Session, page 25.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*South Eastern Railway Bill.*]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL Bills, and Bills
relating to Harbours, Docks, and Tidal
Waters, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

RAILWAY AND CANAL &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable the House of Commons,
dated 9 February 1866;

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Tottenham and Hampstead Junction Railway Bill.

THE objects of this Bill affect a Railway which is partially within the Objects, “ *Metropolitan Railway District.*”

It is proposed by this Bill to enable the Tottenham and Hampstead Junction Railway Company—

To raise further sums of 75,000 *l.* by new ordinary or preference shares, and 25,000 *l.* by loan :

To divide any shares in their capital into preferred and deferred half shares :

To dispose of their undertaking by lease, sale, or amalgamation, to the Great Eastern and the Midland Railway Companies jointly.

The Bill authorises each of the two last-mentioned Companies to subscribe 25,000 *l.* of the proposed additional capital, and to guarantee dividends on the capital and the principal and interest of the mortgage debt of the Tottenham and Hampstead Junction Railway Company.

Section 16. With reference to this power to grant a guarantee, it is to be observed that the Bill does not contain the usual provision for preserving the priority of existing guarantees and preferences granted by the two Companies respectively. Observations.

Sections 21 and 24. Reference may be made to the observations on “ Amalgamation, Sale, and Lease,” including those on “ Notice of Transfer,” in the General Report of the Board of Trade on Railway, &c. Bills of this Session, pages 24 and 25.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Tottenham and Hampstead Junction Railway
Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
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RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

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RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Waterloo and Whitehall Railway Bill.

THE objects of this Bill are within the “*Metropolitan Railway District.*” Objects.

It is proposed by this Bill to enable the Waterloo and Whitehall Railway Company—

To make an Extension Railway (76 chains) from a junction with their Line authorised in 1865, (and which, it would seem, is intended to be worked on the pneumatic principle,) at a point adjoining the Waterloo Station of the London and South Western Railway Company, passing under that station, under part of the Waterloo-road and under the London-road, to Cross-street, Newington Butts:

To raise further sums of 250,000 *l.*, in 10 *l.* shares, and 85,000 *l.* by loan.

The Bill provides that the Company shall run every week-day a morning train from Newington to Whitehall, and an evening train from Whitehall to Newington, for the conveyance of the labouring classes at fares not exceeding one penny per passenger for each journey.

Sections 16 and 20. The proposed limit of the new borrowing power (85,000 *l.*) exceeds one-third of the proposed new share capital (250,000 *l.*). Observations.

The “*Clapham and London Bridge Railways Bill*” of this Session proposes the construction of a Railway passing by Newington Butts, which, as it would seem, is intended to be worked on the pneumatic principle, and in connection with the Waterloo and Whitehall Railway Extension to Newington Butts to be authorised by this Bill.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Waterloo and Whitehall Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“THAT the BOARD OF TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Aberdare and Central Wales Junction Railway Bill.

It is proposed by this Bill to incorporate “The Aberdare and Central Wales Junction Railway Company,” with a capital of 210,000 *l.*, in 10 *l.* shares, and 70,000 *l.* by loan ; and to enable them—

To make the following Railways, viz. :

No. 1 (12 miles 40 chains), from the Aberdare Line of the Taff Vale Railway at Aberdare, in Glamorganshire, to the Neath and Brecon Railway at Coelbren, in the parish of Ystradgynlais, in the county of Brecon ;

No. 2 (54 chains), from Railway No. 1 at Penderyn, in the county of Brecon, to the Vale of Neath Railway, in the parish of Ystrad-y-fodwg, in Glamorganshire.

To enter into arrangements with the Central Wales, the Central Wales Extension, the Neath and Brecon, and the Taff Vale Railway Companies, or any of them, with respect to the working and traffic of the new Railways.

It is also proposed by the Bill to authorise each of the Central Wales, the Central Wales Extension, and the Neath and Brecon Railway Companies to subscribe 50,000 *l.* towards the Undertaking of the new Company, and to raise that amount by new ordinary or preferential shares in their respective capitals.

Section 5. It would be more accurate, and it seems desirable, to add, after “subject to the provisions of this Act,” the words “and of the Acts and parts of Acts incorporated herewith.” Observations.

Section 27. Reference may be made to the Observations on “Dimensions of Bridges,” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 26.

Section 42. With respect to the proposed power to the Central Wales Extension Railway Company to create preferential capital for the purpose of their subscription to the new Undertaking, it is to be observed that that Company have not opened their own original line.

Sections 46, 47, and 48. It seems to be a question whether these Clauses should not include the Central Wales, the Central Wales Extension, the Neath and Brecon, and the Taff Vale Railway Companies, as well as the new Company.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Aberdare and Central Wales Junction
Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and
BILLS relating to HARBOURS, DOCKS, and
TIDAL WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD OF TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Barry Harbour Bill.

It is proposed by this Bill to incorporate “The Barry Harbour Company” with a capital of 90,000 *l.* in 10 *l.* shares, and 30,000 *l.* by loan, for the purpose of converting the estuary of Barry Island, in the county of Glamorgan, into a Tidal Harbour, and for constructing wharfs and other works in connection therewith. Objects.

The Bill provides that the Barry Railway Company may subscribe for 10,000 *l.* in the capital of the new Company, and may raise that amount by new ordinary or preference shares; and that the two Companies may enter into traffic arrangements with each other.

Section 3. As to the propriety of also incorporating with this Bill, Sections 13, 18 and 19 of “The Railways Clauses Act, 1863,” *see* the last observation in this Report. Observations.

Section 12. A capital of 75,000 *l.* is here mentioned, in lieu of 90,000 *l.*

Section 47. With respect to the proposed power to the Barry Railway Company to raise the amount of their subscriptions by preference shares, it is to be observed that that Company have not opened their authorised Railway, and that by another Bill of this Session, they propose to abandon their authorised works for a new line.

Section 52. It is to be observed that the Bill does not subject the proposed power to enter into traffic arrangements to any of the usual provisions as to saving the rights of third parties, assent of shareholders, notice to the public, and approval and decennial revision by the Board of Trade. It may deserve consideration whether Part III. (Working Agreements) of “The Railways Clauses Act, 1863,” should not be incorporated with the Bill, and made applicable to traffic arrangements between the Harbour Company and the Railway Company.

The Bill does not contain the usual reservation of the operation of “The Merchant Shipping Act, 1854,” and of Acts amending that Act, and of present and future General Acts relating to Harbours or to dues on shipping, or goods carried in ships, or to lights, buoys and beacons, and of the rights, powers and privileges of the General Lighthouse authorities, and of the revision and alteration under the authority of Parliament of the limits of the Harbour and of the rates authorised by this Bill.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz.:— Tidal Waters.

The construction of:—

1. A Breakwater commencing on the west point of Barry Island, and extending in a westerly direction for 200 yards into the estuary.

2. A Cut, for the channel of the Barry estuary, commencing opposite the Coast Guard Station at Coldknap, and terminating in the estuary.

3. An Embankment along the shore of the mainland, for a distance of 600 yards.

Such interference renders necessary the incorporation in the Bill of "The Harbours, Docks and Piers Clauses Act, 1847," and of provisions for protection to navigation, such as Section 13 ("Lights on Works"), Section 18 ("Abatement of Works abandoned or decayed"), and Section 19 ("Survey of Works by Board of Trade"), of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate only the first mentioned Act.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Barry Harbour Bill.*]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

1. *Barry Railway (Alteration) Bill.*
2. *Barry Railway (Penarth and Cardiff Extension) Bill.*

1. *Barry Railway (Alteration) Bill.*

THE Barry Railway Company was incorporated in 1865, and authorised to make a Railway (No. 1) 7 miles 20 chains in length; and a Railway (No. 2) 40 chains in length, in connection with the former Railway. Objects.

It is proposed by this Bill to enable the Barry Railway Company—

To abandon the construction of Railway No. 1, authorised in 1865 ; and in lieu thereof to make a Railway, 8 miles 33 chains in length, from a junction with the South Wales Line of the Great Western Railway, near the Peterston Station, to a point in the parish of Merthyr Dovan, near Barry ;

And to raise additional sums of 21,000 *l.* by new ordinary 10 *l.* shares, and 7,000 *l.* by loan.

Section 2. The proposal to authorise the Company to issue fresh shares seems to render proper the incorporation with the Bill of the Sections of “ The Companies Clauses Consolidation Act, 1845,” usually referred to, and also Part II. (relating to additional capital) of “ The Companies Clauses Act, 1863.” Observations.

Sections 7, 12. It would be more accurate, and it seems desirable, to add after “ subject to the provisions of this Act,” the words “ and of the Acts and parts of Acts incorporated herewith.”

Section 13. It is to be observed that if this Company had proposed their present scheme as their original Undertaking, instead of being enabled to borrow 7,000 *l.* so soon as 21,000 *l.* of share capital has been subscribed for and partially paid, they would not (in accordance with the practice of Parliament) have been authorised to raise any money by borrowing until 81,000 *l.* was subscribed for and partially paid up.

Section 14. With reference to the provision that the amount to authorise an application for a Receiver, “ shall not be less than one-tenth part of the money for the time being owing by the Company on mortgage,” it is to be observed that it is the practice of Parliament to specify a fixed amount for that purpose, and not, as is here proposed, to leave the amount variable, and dependent on a matter which may not be within the knowledge of the mortgagees.

Sections 20 and 21. Reference may be made to the Observations on “ Dimensions of Bridges,” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 26.

Section 22. By the Act of 1865, the sum deposited in respect of that Act was made a security for the execution of the two Railways, No. 1 and No. 2, authorised by that Act.

In Section 22 of this Bill, reference is made to that sum, and also to the sum deposited in respect of this Bill. But it is to be observed that in the enacting part of this clause, mention is made only of "the said *sum* so deposited as aforesaid," and of "*the Railway*." It seems desirable that it should appear more distinctly that the sum deposited in respect of the Act of 1865, as well as the sum deposited in respect of this Bill, shall be a security for the completion not only of the new Railway to be authorised by this Bill, but also the Railway No. 2 authorised by the Act of 1865, the construction of which is not, it would seem, to be abandoned.

Interference with Tidal Waters.

Tidal Waters. Interference with tidal waters is proposed by this scheme in the following instance, viz. :—

The Railway skirts the northern shore of Barry Harbour for about one mile from its termination, crossing a creek at the junction of the Parishes of Cadoxton and Merthyr Dovan.

Such interference renders necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of Sections 13 to 19, both inclusive ("Protection to Navigation") of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate both of these enactments.

2. *Barry Railway (Penarth and Cardiff Extension) Bill.*

It is proposed by this Bill to enable the Barry Railway Company—

To make a Railway (No. 1), 3 miles 33 chains in length, from their Railway at Cadoxton, to a junction with the Penarth Railway at Landough, and a junction line (No. 2), 40 chains in length, wholly in the parish of Llandaff, between the Penarth Railway and the South Wales section of the Great Western Railway :

To raise additional sums of 50,000 *l.* by ordinary shares of 10 *l.* each, and 16,600 *l.* by loan :

To lay additional rails for the narrow gauge on the South Wales Railway, between the junction therewith of Railway No. 2, and the existing narrow gauge lines on the same Railway at Cardiff :

To run over and use (1st) the Penarth Railway between the points of junction therewith of Railways Nos. 1 and 2 ; and (2nd), the South Wales Railway between the junction therewith of Railway No. 2 and the junction therewith of the Taff Vale Railway at Cardiff :

To use the Cardiff Station and the other stations on those portions of Railway :

To enter into Working and Traffic Arrangements with the Penarth, the Great Western, and the Taff Vale Railway Companies.

Observations. Section 2. It is to be observed that this Bill, by which it is proposed to authorise the raising of additional share and loan capital, does not incorporate the provisions of "The Companies Clauses Consolidation Act, 1845," and "The Companies Clauses Act, 1863" (Part II.), which are expressly incorporated in such cases.

Section 4. It would be more accurate, and it seems desirable, after "subject to the provisions of this Act," to add "and of the Acts and parts of Acts incorporated herewith."

Section 10. It is usual to specify the amount which is to entitle mortgagees to obtain a Receiver, not to leave it variable with the amount for the time being owing on mortgage, as is here proposed.

Section 15. With respect to the time for completion being five years, it may be observed that the length of the new Railway will be under Four miles.

Section 18. See Observations on "Dimensions of Bridges" in the General Report of the Board of Trade on Railway, &c. Bills of this Session, page 26.

Section 23. See Observations on "Running Powers," in the same General Report, page 25.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

- [1. *Barry Railway (Alteration) Bill.*]
 - [2. *Barry Railway (Pewarth and Cardiff Extension) Bill.*]
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FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade.

In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Beddgelert Railway Bill.

It is proposed by this Bill to enable the Beddgelert Railway Company, in- Objects.
corporated in 1865—

To make an Extension Railway, in length 2 miles 10 chains, to near the south-west end of Llyn Dinas; and a Deviation, in length 2 miles 10 chains, in their authorized line in the parishes of Llanfihangel-y-pennant and Beddgelert:

To raise additional sums of 40,000 *l.* by shares, and 13,300 *l.* by loan:

And, to divide any shares in their capital into preferred and deferred half shares.

Section 2. It is usual, and it seems desirable, to incorporate, besides the clauses Observations.
of the “Companies Clauses Consolidation Act,” 1845” herein mentioned, the clauses with respect to the general meetings of the Company, and the exercise of the right of voting by the shareholders, the making of dividends, and the giving of notices.

Sections 4, 8. It would be more accurate, and it seems desirable, to add after “subject to the provisions of this Act,” the words, “and of the Acts and parts of Acts incorporated herewith.”

Section 27. Having regard to Section 3, this clause would allow four years for the completion of the proposed Deviation of the authorized Railway; and this may practically extend the time limited for the completion of that Railway from the 5th of July 1867 until 1870. If this is sanctioned it would seem desirable to state the effect which such postponement is to have on the deposit under Section 3 of the “Beddgelert Railway Act, 1865.”

Section 30. See the observations on “Dimensions of Bridges,” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 26.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Beddelyert Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Miner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
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RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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Brecon and Merthyr Tydfil Junction Railway (Northern Lines) Bill.

It is proposed by this Bill to enable the Brecon and Merthyr Tydfil Railway Company, —

To make the following Railways, viz. :

No. 1. (7 miles 60 chains) from the termination of the Company's existing line at Llanfihangel Talyllyn, passing along the eastern side of the Mid-Wales Railway, to a junction with the Company's Hereford, Hay, and Brecon Line at the Three Cocks Junction :

No. 2. (15 miles 35 chains) from the Company's line at Llangasty Talyllyn to a junction with the Merthyr, Tredegar, and Abergavenny Railway near Abergavenny :

No. 3. (19 chains) to connect one of the Company's lines authorised in 1862 with the extension of the Sirhowy Railway authorised in 1865.

To appropriate any lands of the Mid-Wales Railway Company for the purposes of Railway No. 1.

To raise further sums of 456,000 *l.* by new ordinary or preference shares, and 152,000 *l.* by loan.

To run over a portion of the Merthyr, Tredegar, and Abergavenny Railway, adjoining the Brecon Road Station ; over a portion of the Great Western Railway at Abergavenny ; over the Abergavenny and Monmouth Railway ; and over the Railways, existing and authorised, of the Neath and Brecon, the Swansea Vale and Neath and Brecon Junction, the Swansea Vale, the Brecon and Llandovery Junction, and the Vale of Towy Railway Companies ; and over the Carmarthen lines of the Llanelly Railway and Dock Company.

To enter into arrangements with the Neath and Brecon, the Swansea Vale and Neath and Brecon Junction, the Swansea Vale, the Brecon and Llandovery Junction, the Vale of Towy, the Abergavenny and Monmouth, the Merthyr, Tredegar and Abergavenny, the Great Western, and the Sirhowy Railway Companies, and the Llanelly Railway and Dock Company, or any of them, with respect to the working and traffic of the Railways of the contracting Companies and with respect to the construction and ownership and use of junctions and stations thereat.

To postpone the sale of the Company's superfluous lands for ten years.

Provision is also made in the Bill for the joint working by the Company and the Mid-Wales Railway Company of the proposed Railway (No 1), and of the Mid-Wales Railway between Talyllyn and the Three Cocks Junction.

Section 2. It is usual, and seems desirable, to incorporate, besides the sections of “The Companies Clauses Consolidation Act, 1845,” here mentioned, the clauses of that Act with respect to the General Meetings of the Company and the exercise of the right of voting by the shareholders. Observations

With respect to the proposed incorporation of Part III. (relating to Debenture Stock) of "The Companies Clauses Act, 1863," it is to be observed that the Bill does not purport to authorise the creation of debenture stock.

Sections 4, 10, and 12. It would be more accurate, and it seems desirable, to add after "subject to the provisions of this Act," the words "and of the Acts and parts of Acts incorporated herewith."

Section 13. The Bill does not propose to enable the mortgagees under this clause to obtain the appointment of a receiver.

Section 21. Reference may be made to the observations on "Dimensions of Bridges" in the General Report of the Board of Trade on Railway, &c. Bills of this Session, page 26.

Section 42. See the observations on "Running Powers" in the above-mentioned General Report, page 25.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Brecon and Merthyr Tydfil Junction Railway
(Northern Lines) Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
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RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
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RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Bridgnorth, Wolverhampton, and Staffordshire Railway Bill.

IT is proposed by this Bill to incorporate the Bridgnorth, Wolverhampton, Objects.
and Staffordshire Railway Company, with a capital of 300,000 *l.* in 10 *l.* shares,
and 100,000 *l.* by loan, and to empower them—

To make the following Railways, viz :

No. 1 (16 miles 47 chains), from the Severn Valley Railway, near the
Bridgnorth Station to the Shrewsbury and Birmingham Line of the Great
Western Railway, in the parish of Bushbury ;

No. 2 (4 miles 8 chains), from (No. 1) in the parish of Trysull, to the
Kingswinford Branch of the Great Western Railway, near Shutend, in the
parish of Kingswinford ;

No. 3 (1 mile 5 chains), in the parish of Wombourne, from (No. 2) to
near Swindon Forge ;

No. 4 (1 mile 65 chains), from No. 1, near its termination, to a junction
with the authorised line of the Cannock Chase and Wolverhampton Railway,
at Wednesfield ;

No. 5 (70 chains), to connect No. 4 at Gosbrook with the Stour Valley
Line of the London and North Western Railway :

To enter into arrangements with the London and North Western, the Great
Western, the Cannock Chase and Wolverhampton, and the Wolverhampton and
Walsall Railway Companies, with respect to the working and traffic of the new
Railways ; and to have traffic facilities from these four Companies by through
booking, and carriages, and otherwise :

To run over the portions of the London and North Western and the Great
Western Railways between the respective junctions therewith of the proposed
Railways, Nos. 1 and 5, and the high level and low level stations at Wolver-
hampton ; over the portions of the Kingswinford Branch and main line of the
West Midland section of the Great Western Railway, between Railway No. 3
and Stourbridge ; and over a portion of the Severn Valley Railway, between the
junction therewith of Railway No. 1 and Bridgnorth Station ; and to use the
Wolverhampton low level and high level stations, and the Stourbridge and the
Bridgnorth stations.

Section 5. It would be more accurate, and it seems desirable, after “ Subject Observations.
to the provisions of this Act,” to add, “ and of the Acts and parts of Acts incor-
porated herewith.”

Section 26. With respect to these numerous departures from the require-
ments of “ The Railways Clauses Consolidation Act, 1845,” reference may be
made to the observations on “ Dimensions of Bridges” in the General Report of
the Board of Trade on the Railway, &c. Bills of this Session, page 26.

Section 31. It seems to be a question whether the proposed “ short distance”
(six miles) does not exceed that usually allowed.

Section 41. See the observations on “ Running Powers” in the above-men-
tioned General Report, page 25.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Bridgnorth, Wolverhampton, and Staffordshire
Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, y The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Bridgwater and Taunton Canal and Bristol and Exeter Railway Bill.

It is proposed by this Bill that the undertaking of the Bridgwater and Taunton Canal, and Stolford Railway and Harbour Company, comprising a Canal from the River Parrett, south of Bridgwater, to Taunton (the tolls of which are now collected on behalf of the mortgagees of the Canal by a Receiver appointed by the Court of Chancery), and Docks at Bridgwater, and other works, shall be transferred to the Bristol and Exeter Railway Company, free from incumbrances, in consideration of four per cent. perpetual preference stock to the amount of 64,000 *l.*, to be applied as to 11,120 *l.* stock in satisfying the first mortgage debt of the Canal Company (10,000 *l.*), and as to 50,625 *l.* stock in discharging their second mortgage debt (89,992 *l.* 8*s.* 2*d.*).

Objects.

The Bill dissolves the Canal Company, and authorises the Bristol and Exeter Railway Company to replace the four per cent. perpetual preference stock by raising 64,000 *l.* by new ordinary or preferential stock.

Reference may be made to the observations under the head “Railway and Canal Companies,” in the General Report of the Board of Trade on Railway, &c. Bills of this Session, page 26.

Observations.

It appears to be matter for inquiry how far the arrangements between the Canal Company and the Railway Company for discharging the mortgage debts of the Canal Company by allotments of stock of the Railway Company are assented to by the mortgagees.

Sections 4 and 23. This Bill does not provide for the creation of the four per cent. perpetual preference stock here mentioned, nor does it refer to any Act by which the creation of such stock has been authorised. It seems to be desirable that such reference should be made, in order to specify the portion of the Company's authorised capital from which that stock will be withdrawn, and also in order to define the purposes for the application of the sum of 64,000 *l.*, which is to be raised under Section 23 of this Bill, to “replace” the like amount of that preference stock.

Section 5. As the transfer of the Canal is not to be immediate, it may deserve consideration whether notice of the time at which the transfer is effected should not be published in the Gazette, and whether a copy of the deed of transfer should not be deposited with the Clerk of the Peace for the county of Somerset, within a limited time after the completion of the transfer, as is usual in the case of transfers of Railway Undertakings authorised to be effected at any future time.

Section 14. It is to be observed, that though the Preamble (page 4) specifies 11,120 *l.* as the amount of stock which the first mortgagees are to receive, and though the amount of stock to be applied in discharging the second mortgage debt is specified in Section 14, the amount of stock to be applied in satisfaction the first mortgage debt is not specified in Section 14.

Section 21. In the Preamble of this Bill (page 4), it is recited that it is expedient that the Undertaking of the Canal Company should be transferred to and *maintained* by the Railway Company. Section 21 enables the Railway Company to receive the tolls and revenues of the Canal for their own use and benefit.

In the enacting part of the Bill there does not appear to be any provision to the effect that the Railway Company shall maintain the navigation, other than the general provisions in Sections 7 and 10, that the Railway Company shall perform and be subject to the duties and liabilities of the Canal Company.

If it be deemed important that the Canal and Docks be maintained, it may deserve consideration whether there should not be inserted in the Bill a provision expressly requiring the Railway Company, after the transfer, to maintain the Canal Company's undertaking in good condition and open for public use.

Section 23. *See* above, under Section 4.

Section 24. The proposed incorporation of clauses and provisions "with respect to the borrowing of money by the Company, on mortgage or bond," and "with respect to the conversion of borrowed money into capital," does not appear to be appropriate in this Bill.

Section 27. It may deserve consideration whether the reservations of this clause should not be extended to the Canal and Docks, and to present and future Acts relating to Canals or Docks, and to the future revision or alteration under the authority of Parliament of the authorised tolls and charges for the Canal Company's undertaking.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS

*[Bridgewater and Taunton Canal and Bristol
and Exeter Railway Bill.]*

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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Bridgwater Railway Bill.

It is proposed by this Bill to incorporate the Bridgwater Railway Company, Objects.
with a capital of 140,000 *l.* in 20 *l.* shares, and 46,600 *l.* by loan; with powers—

To make a Railway (8 miles 50 chains) from a point near Eastover Street, in Bridgwater, to the Somerset and Dorset Railway, near the Shapwick Station :

To enter into working and traffic arrangements with the Somerset and Dorset Railway Company :

To authorize the Somerset and Dorset Railway Company to subscribe 50,000 *l.* to the proposed undertaking ; to raise that amount by new ordinary or preferential shares ; and to appoint three Directors of The Bridgwater Railway Company.

Section 5. It would be more accurate, and it seems desirable, to add after Observations.
“subject to the provisions of this Act,” the words, “and of the Acts and parts of Acts incorporated herewith.”

Section 23. See the observations on “Dimensions of Bridges” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 26.

Section 25. If the powers of lateral deviation here asked for are not intended to exceed those given by The Railways Clauses Consolidation Act, 1845, s. 15, this clause is unnecessary, and would be properly omitted. If, as seems probable, they are intended to exceed those powers, it would not be in accordance with the practice of Parliament to grant them, except at specified places, on sufficient grounds being shown.

Section 29. As regards the “short-distance” of six miles, it is to be observed that the total length of the proposed Railway is under 9 miles.

Interference with Tidal Waters.

Interference with Tidal Waters is proposed by this scheme in the following Tidal Waters.
instance, viz. :—The limits of deviation extend to the River Parret, near the town of Bridgwater.

Such interference renders necessary the incorporation in the Bill of “The Railways Clauses Consolidation Act, 1845,” and of Sections 13 to 19, both inclusive (“Protection to Navigation”), of “The Railways Clauses Act, 1863.”

The Bill proposes to incorporate both of these enactments.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Bridgewater Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL Bills, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
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RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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Bristol and Exeter Railway (Additional Powers) Bill.

It is proposed by this Bill—

To transfer the powers for the construction and maintenance of the Brean Down Harbour Railway, authorised in 1865, from the Brean Down Harbour Company to the Bristol and Exeter Railway Company; and to repeal the money powers in that Act: Objects.

To extend the time for the compulsory purchase of land from the 19th June 1868 until the 19th June 1870, and for the completion of the Railway from the 19th of June 1870 to the 19th of June 1872:

To authorise agreements between the Bristol and Exeter Railway Company and the Brean Down Harbour Company with respect to the working and traffic of the Brean Down Railway and Harbour:

To authorise the Bristol and Exeter Railway Company—

To raise further sums of 125,000 *l.* by new ordinary or preference shares, and 41,500 *l.* by loan:

To improve and adapt for locomotives an existing Railway (No. 1), part of the Company's Bridgwater Communication Works from their Bridgwater Station to Corporation Wharf; and to carry that Railway on a level across two roads at Bridgwater; and to use locomotives thereon (at present prohibited by enactment):

To make an extension Railway, No. 2 (20 chains), from No. 1 at Corporation Wharf, across the River Parret to the dock of the Bridgwater and Taunton Canal Company:

To make a Branch Railway, No. 3 (12 chains), in connection with No. 2, with power to lay the mixed gauge on those three Railways:

To purchase additional lands in Bridgwater at the east side of the River Parret:

To lay additional rails for the narrow gauge on the Company's Railway between Highbridge and Bridgwater, between Bridgwater and Durston Junction, and on the branch to Yeovil:

To sell the Company's existing station at Weston-super-Mare, on the completion of their new station.

Sections 2 and 3. It is usual, and it seems desirable, to specify the subjects of those parts of the Acts of 1863, which are incorporated with the Bill. Observations.

Section 2. Having regard to the powers to enter into working and traffic arrangements in Section 24 of this Bill, it seems proper to incorporate with the Bill Part III. (relating to Working Agreements) of “The Railways Clauses Act, 1863.”

Section 3. It is usual, and it seems desirable, to incorporate, besides the clauses of “The Companies Clauses Consolidation Act, 1845,” here mentioned, the clauses
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with respect to the general meetings of the Company, and the exercise of the right of voting by the shareholders, making of dividends, and the giving of notices.

It is usual to omit the words "inconsistent with," and to insert the word "expressly" before "raised," in the clause which terminates Section 3.

Sections 6, 7, 16, and 25. It would be more accurate, and it seems desirable, to insert after "subject to the provisions of this Act" (wherever it occurs in these sections) the words "and of the Acts and parts of Acts incorporated herewith."

Section 10. The Bill does not propose to enable the mortgagees under this clause to obtain the appointment of a receiver.

Sections 13 and 19. It may be a question whether the powers of raising money by shares or loan conferred by the Brean Act have not been exercised to some extent; and whether some special provision is not required with respect to any rights acquired under those powers.

Section 14. It seems desirable to insert "expressly" before "varied."

Section 16. *See* remarks above, under Section 6.

Sections 15 and 20. With reference to this extension of time, which will allow about *four* years from the passing of this Bill, for the purchase of lands, and *six* years for the completion of the Railway, it is to be observed that the periods usually allowed for purchase of lands and completion of works do not exceed *three* and *five* years respectively.

Section 24. *See* above, under Section 2, as to the incorporation of Part III. (Working Agreements) of "The Railways Clauses Act, 1863."

Section 25. *See* above, under Section 6.

Section 28. If any turnpike or public carriage roads besides those mentioned in this clause are crossed on the level by the Bridgwater Communication Works, then, having regard to the intended use of locomotives, it may deserve consideration whether such other level crossings should not be specified in Section 28, and made subject to the provisions referred to and contained in that clause.

It is to be observed that the Bill does not expressly repeal the 75th section of the Act 8 & 9 Vict. c. 89, referred to in the Preamble, page 3.

Interference with Tidal Waters.

Tidal waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz.:

Railway No. 1 terminates on the Corporation Wharf, at Bridgwater.

Railway No. 2 crosses the River Parret, at the termination of Railway No. 1, by a bridge of two side arches, each of 50 feet span and 16 feet in height; and in the centre two swivel openings, each of 50 feet span and 21 feet in height.

Such interferences render necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of Sections 13 to 19, both inclusive ("Protection to Navigation"), of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate both of these enactments.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Bristol and Exeter Railway (Additional
Powers) Bill.*]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Bristol and Exeter Railway (Exe Valley Railways) Bill.

It is proposed by this Bill—

To enable the Bristol and Exeter Railway Company—

Objects.

To raise further sums of 120,000 *l.* by shares, and 40,000 *l.* by loan :

To make Railways (Nos. 1 and 2) of an aggregate length of 9 miles 33 chains, extending from a Junction with their Main Line at Stoke Canon to a Junction with their Tiverton Branch at Tiverton :

To enable the Tiverton and North Devon Railway Company—

To make a Deviation Railway (No. 3), 1 mile 1 chain in length, wholly in the parish of Tiverton, to join the proposed Railway No. 2, in lieu of a portion of their Line authorised in 1865, which portion the Bill requires to be abandoned ; the additional expense, if any, to be borne by the Bristol and Exeter Railway Company.

Section 3. It is usual, and it seems desirable, to incorporate, besides the clauses of “The Companies Clauses Consolidation Act, 1845,” the provisions of that Act with respect to the general meetings of the Company, and the exercise of the right of voting by the shareholders, the making of dividends, and the giving of notices. Observations.

It is usual, and seems proper, to insert the word “expressly” before “varied.”

Sections 6, 7, and 13. It would be more accurate, and it seems desirable, after “Subject to the provisions of this Act,” to insert the words, “and of the Acts and parts of Acts incorporated herewith.”

Section 10. It would be in accordance with the practice of Parliament to add after this section, a clause enabling the mortgagees to obtain the appointment of a receiver.

Section 16. Having regard to the Acts for regulating the gauge of railways, 9 & 10 Vict., c. 57, this seems to be a case where the Bill should specify the broad gauge, if intended to be authorised.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Bristol and Exeter Railway (Exe Valley
Railways) Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed
9 February, 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Brynmawr and Blaenavon Railway Bill.

It is proposed by this Bill—

Objects.

To incorporate “ The Brynmawr and Blaenavon Railway Company,” with a capital of 50,000 *l.* in 10 *l.* shares (divisible into preferred (6 per cent.) and deferred half shares, and 16,600 *l.* by loan :

To empower them—

To make a Railway (5 miles 18 chains) from the Merthyr, Tredegar, and Abergavenny Railway, near the Brynmawr Station, to a point in the Parish of Trevechin, south of Blaenavon ;

And to enter into working and traffic arrangements with the London and North Western Railway Company :

And to enable the London and North Western Railway Company to subscribe 25,000 *l.*, and to raise that amount by new ordinary or preferential shares.

Sections 5 and 9. It would be more accurate, and it seems desirable, to add after “ subject to the provisions of this Act,” the words “ and of the Acts and parts of Acts incorporated herewith.”

Observations.

Sections 30 and 38. With reference to Section 30, which allows *five* years for the completion of the Railway, and to Section 38, which makes the “ short distance ” *four* miles, it may be observed that the total length of the proposed Railway is a little above *five* miles.

Sections 32 and 33. See the observations on “ dimensions of bridges,” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 26.

Section 42. 120 lbs., not 112 lbs. only, of luggage is usually allowed to a first class passenger.

Section 49. With respect to the proposed additional capital of the London and North Western Railway Company, it is to be observed that the Bill does not incorporate the usual clauses of the Companies Clauses Consolidation Act, 1845.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Brynmawr and Blaenauon Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Buckley Railway (Additional Powers) Bill.

It is proposed by this Bill—

Objects.

To remove the prohibition contained in the “Buckley Railway Act, 1860,” (s. 46), of the conveyance of passengers on the Railways authorised by that Act :

To enable the Buckley Railway Company to raise further sums of 30,000 £. by new ordinary or preferential shares, and 10,000 £. by loan.

Section 2. This Bill does not propose to incorporate any of the provisions of the Railways Clauses Consolidation Act, 1845. Observations.

It would seem, however, to be a question whether the incorporation of that Act with the Buckley Railway Act, 1860, in which the conveyance of passengers was prohibited, will adequately regulate the conveyance of passengers, to be authorised by this Bill ; and it may deserve consideration whether there should not be expressly incorporated with this Bill the clauses of the Railways Clauses Consolidation Act, 1845, with respect to—

“The carrying of passengers and goods upon the Railway, and the tolls to be taken thereon ;”

“The regulating of the use of the Railway ;”

“The engines and carriages to be brought on the Railway ;”

“The recovery of damages not specially provided for, and of penalties, and the determination of any other matter referred to justices.”

Section 4. It may deserve consideration whether provision should not be made for ensuring the opening of the Railway for the public conveyance of passengers within a period to be limited by the Bill.

The Buckley Railway Act, 1860, prescribed three years for the completion of the Railways thereby authorised ; but it does not appear to have provided the usual security for their completion within that time.

Whether any part of those Railways has been completed, the Board of Trade is not informed.

Section 9. This clause seems unnecessary, unless intended to give wider powers than would be obtained from Section 16 of the Companies Clauses Act, 1863 (incorporated with the Bill), in which case it might be objectionable.

Section 19. With respect to the proposed “short distance” for passenger charges (viz., *three* miles), it may be observed that the whole length of the authorised Railway is less than *five* miles ; and that the “short distance” for animals and articles generally is fixed by the Buckley Railway Act, 1860 (s. 37), at *two* miles.

Section 23. This provision, that “for all animals, goods, wares, and merchandize conveyed in a passenger train” the Company may demand an increased rate of charge, appears to be objectionable, as giving Parliamentary sanction to the running of trains in which waggons and trucks conveying cattle, minerals, and heavy goods are combined with carriages conveying pas-

sengers, a practice which is attended with inconvenience and danger to passengers, and which the Board of Trade does not sanction for the Parliamentary cheap trains.

It is also to be observed that this clause could include a double charge for "small parcels," special rates for which are fixed by the 38th section of the Buckley Railway Act, 1860.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[Buckley Railway (Additional Powers) Bill.]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Caledonian and Scottish North Eastern Railway Companies Bill.

IT is proposed by this Bill to confirm an agreement (in a Schedule) between the Caledonian and the Scottish North Eastern Railway Companies for an amalgamation of the latter Company with the former, to take effect on 1st August 1866, by dissolving the latter Company and vesting their undertaking and powers (including leased lines and powers of raising money) in the Caledonian Railway Company; the holders of guaranteed or preference stocks in the Scottish North Eastern Railway Company to become holders of like stocks in the Caledonian Railway Company, and the holders of the ordinary stocks in the Scottish North Eastern Company, denominated “Aberdeen Capital Stock,” “Scottish Midland Stock,” and “Dundee and Arbroath Capital Stock,” becoming proprietors of guaranteed “Caledonian Railway Aberdeen Ordinary Stock,” “Caledonian Railway Scottish Midland Ordinary Stock,” and “Caledonian Railway, Dundee and Arbroath, Ordinary Stock,” respectively, with dividends gradually increasing until the 31st of January 1869, with a further increase if the Caledonian Railway Company pay more than seven per cent. on their ordinary shares. Objects.

The Bill fixes new tolls and maximum rates for the Scottish North Eastern lines.

The Bill further gives to the North British Railway Company running powers over the Scottish North Eastern lines for the conveyance of North British traffic at rates to be fixed by that Company, subject to the limitation contained in the Bill of the minimum payments to be made to the Caledonian Railway Company in respect of such traffic.

Section 2. It is usual, and it seems desirable, to incorporate besides the clauses of “The Companies Clauses Consolidation Act, 1845,” here mentioned, the clauses of that Act with respect to The making of dividends and The giving of notices. Observations.

Reference may be made to the Observations on “Amalgamation, Sale, and Lease” in the General Report of the Board of Trade on the Railway, &c., Bills of this Session, page 24.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Caledonian and Scottish North Eastern
Railway Companies Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Caledonian Railway (Corstorphine Junction) Bill.

It is proposed by this Bill to enable the Caledonian Railway Company— Objects.

To make the “Corstorphine Branch” Railway, 2 miles 40 chains in length, from a point in the Company’s Edinburgh and Carlisle Railway near and at the north east of the Slateford Station, to a point in the Edinburgh and Glasgow line of the North British Railway Company near to and at the east of the Gogar Station :

To raise additional sums of 50,000 *l.* by new ordinary or preferential shares, and 16,600 *l.* by loan :

To run over and use the portions of the North British Railway Companies lines, which respectively intervene between their junctions with the Scottish Central Railway at Larbert, and the intended “Corstorphine Branch,” and between that branch and the eastern end of the Haymarket Station at Edinburgh, and between that branch and the Grangemouth Railway of the North and Clyde Navigation Company, and the Railway of the Carron Company from Camelon to the Carron Iron Works respectively, and to use the stations of the North British Railway Company on such portions of their lines :

To enter into traffic arrangements with the North British Railway Company with respect to those portions of their lines, and also with respect to any parts of the undertakings of the two Companies respectively.

Sections 2 and 33. The proposed power to enter into traffic arrangements Observations.
with the North British Railway Company, seems to render necessary the incorporation with the Bill of Part III. (relating to Working Agreements) of the Railways Clauses Act 1863.

Sections 4 and 8. It would be more accurate and, it seems, desirable to add, after “Subject to the provisions of this Act,” the words “and of the Acts wholly or partially incorporated herewith.”

Section 9. It is to be observed that this Bill does not contain a clause enabling the mortgagees to obtain the appointment of a receiver.

Section 16. Reference may be made to the observations on “Dimensions of Bridges” in the General Report of the Board of Trade on the Railway, &c., Bills of this Session, page 26.

Section 29. See the observations on “Running Powers” in the above-mentioned General Report, page 25.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Caledonian Railway (Corstorphine Branch)*
Bill.]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Caledonian Railway (Edinburgh Station) Bill.

It is proposed by this Bill to enable the Caledonian Railway Company— Objects.

To make a Railway, 21 chains in length, from a point in the Company's Carlisle and Edinburgh Main Line, at the north-eastern face of its tunnel under Tobago-street, to a point near Braehouse in the City of Edinburgh:

To acquire lands, and thereon to improve and enlarge the Company's Station at Edinburgh, and to erect a Station Hotel:

To raise further sums of 250,000 *l.* by new ordinary or preferential shares, and 83,300 *l.* by loan.

Sections 4 and 9. It would be more accurate, and it seems desirable, to add, after “subject to the provisions of this Act,” the words “and of the Acts and parts of Acts incorporated herewith.” Observations.

Section 4. It seems to be a question whether this Bill should not contain the usual provision for giving notice for removal to the labouring classes from houses required by the Company.

Section 10. It is to be observed that this Bill does not contain a clause enabling mortgagees to obtain the appointment of a receiver.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Caledonian Railway (Edinburgh Station)
Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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“ THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Cambrian and other Railway Companies (Amalgamation and Arrangements) Bill.

It is proposed by this Bill—

To dissolve The Carnarvonshire Railway Company, The Nantlle Railway Company, The Beddelgert Railway Company, and The Corris Machynlleth and River Dovey Tramroad Company: Objects.

To amalgamate the undertakings of the above-named four Companies with the Undertaking of the Cambrian Railways Company :

To convert the ordinary and preference shares of the four dissolved Companies into ordinary or preference shares respectively of the Cambrian Company, to form part of the “Coast Stock” of that Company, with special provisions for the application of the revenues of the Four Companies’ Undertakings :

To repeal the prohibitions in The Corris Railway Act, 1864, of the conveyance of passengers and the running of trains at a rate exceeding 10 miles an hour :

To enable the Cambrian Railways Company—

To run over the Line of the London and North Western Railway Company between Whitchurch and Crewe :

To enter into working and traffic arrangements with the London and North Western, the Great Western, the Manchester and Milford, the Brecon and Merthyr Tydfil Junction, the Carnarvon and Llanberis, the Festiniog, the Talylyn, the Mowddy, and the Denbigh Ruthin and Corwen, Railway Companies, or any of them :

To lease the Undertaking of the Cambrian Railways Company to the London and North Western and the Great Western Railway Companies, or either of them, for 99 years :

Section 2. It is usual, and seems desirable, to incorporate, besides the sections of “The Companies Clauses Consolidation Act, 1845,” here referred to, those with respect to the General Meetings of the Company and the exercise of the right of voting by Shareholders, and the making of dividends. Observations.

The proposal (in Section 16) to authorise working arrangements, seems to render necessary the incorporation also of Part III. (relating to working agreements) of “The Railways Clauses Act, 1863.”

Section 4. Reference may be made to the observations on “Amalgamation, Sale, and Lease,” in the General Report of the Board of Trade on the Railway, &c., Bills of this Session, page 24.

Section 14. With respect to the proposed repeal of "so much of section 14 of the Corris Railway Act, 1864, as declares that it shall not be lawful for the Company to use any of their Railways for the conveyance of passengers, nor to allow any train to be drawn at a rate exceeding ten miles per hour," it is to be observed that that enactment has been repealed by the 30th section of the Aberystwith and Welsh Coast Railway (General) Act, 1865, (c. 253), subject to the provisions "that the Railways of the Corris Company shall at all times be subject to, and shall be used in accordance with, such regulations and restrictions as shall from time to time be made by the Board of Trade with respect to the use of such Railways and the speed of trains passing over the same."

Section 15. Reference may be made to the observations on "Running Powers," in the General Report of the Board of Trade, on the Railway, &c. Bills of this Session, page 25.

Section 16. This clause authorises working and traffic arrangements, but the Bill does not incorporate Part III., "working agreements," of the Railways Clauses Act, 1863, as is required by the practice of Parliament. The incorporation of that Part of the General Act would render necessary sections 17, 18, and 19 of this Bill, and would provide for the giving public notice of the intention to enter into an original agreement, a matter which is omitted in this Bill.

Section 20. It is usual to provide expressly for a "short-distance" charge in cases where traffic passes over two or more Railways, under a working arrangement.

Section 21. Reference may be made to the observations on "Amalgamation Sale and Lease," including those on "Public Notice of Transfer" in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, pages 24 and 25.

This Bill does not contain the usual provisions for the deposit of a copy of the deed with the Clerk of the Peace, or for publication of a notice of the Lease. It is also to be observed that the Bill does not provide for the assent to the lease of specific majorities of the shareholders at special meetings of the Companies parties to it.

Section 30. It is usual to add after "General Act relating to Railways" the words "or for the better and more impartial audit of the accounts of Railway Companies."

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Cambrian and other Railway Companies*
(*Amalgamation and Arrangements*) Bill.]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Cambrian Railways (New Works) Bill.

It is proposed by this Bill to enable the Cambrian Railways Company :— *Objects.*

To make the following Railways and Works, viz. :

Railways (Nos. 1, 2, 3, and 4) of an aggregate length of 10 miles 33 chains, from the Company's authorised line at Abererch and Pwllheli to the sea shore at Llanengan ;

Railways (Nos. 5 and 7) of an aggregate length of 1 mile 28 chains, wholly situated in the parish of Llanfihangel Gneu'rghlyn, and near the Dovey Estuary and the River Lerry ;

Railway (No. 6) wholly in the parish of Llanymynech, 47 chains in length, in connection with the Company's Llanfyllin Branch ;

Landing places in connection with Railways Nos. 4 and 5 ;

A floating dock in the River Lerry, near its confluence with the River Dovey ;

Certain new roads specified in Section 4 of the Bill ;

An alteration of the level of the Company's authorised line in connection with the Aberdovey Harbour and extensions and improvements in connection with the Company's Stations at Oswestry, Welshpool, Newtown, Caersws, Ynyslas, Towyn, Aberdovey, and Portmadoc :

To stop up a road over the Company's line at Newtown :

To execute works adjoining the Company's Railway across Traethmawr and divert the River Glaslyn :

To raise further sums of 700,000 *l.* by shares, ordinary or preferential, and 233,000 *l.* by loan :

To issue with a preference dividend new shares in lieu of cancelled shares :

To divide any share in the Company's Capital into preferred (5 per cent.) and deferred half shares :

To subscribe 12,000 *l.* towards the undertaking of the Porthdinlleyn Harbour Company :

And to postpone for 10 years the sale of the Company's superfluous lands.

Section 2. It is usual, and it seems desirable, to incorporate, besides the *Observations.* clauses of “The Companies Clauses Consolidation Act, 1845,” here mentioned, the clauses of that Act with respect to The general meetings of the Company and the exercise of the right of voting by the shareholders, The making of dividends, and The giving of notices.

Section 2. In order that all the proposed works of the Company in tidal waters may be duly regulated by the usual provisions for the protection of navigation contained in Part I. (Sections 13 to 19) of “The Railways Clauses Act, 1863,” it seems necessary to add to Section 2 the explanation, that in the construction of Part I. of “The Railways Clauses Act, 1863,” the expressions “Work,” and “Railway,” shall include the wharves, quays, landing places, landing stages, and jetties and all other works in tidal waters authorised by the Bill.

Section 10. It is not usual to give a Company a general power to issue with a preference shares in lieu of cancelled shares, without setting forth in the Bill the existing state of the Company's capital, issued and unissued, paid up and not paid up and liable to be cancelled, in order that the maximum amount of preferential capital, which may be so created, may appear.

Section 21. The terms of this clause refer to mortgages of the Company generally, and might therefore affect the rights of existing mortgagees in respect of the power of obtaining the appointment of a receiver, by increasing the amount specified for that purpose in the Acts under which their mortgages were granted.

Section 28. It is proposed by this clause to authorise the Cambrian Railways Company to subscribe 12,000 *l.* to the Porthdinlleyn Harbour Company. That Company was incorporated in 1806, with a share capital of 12,000 *l.*, and with power to raise an additional sum of 4,000 *l.* by shares, and "any sum which they shall deem necessary" by mortgage.

With respect to the recital in the preamble (page 6), that the works authorised by the Harbour Company's Act "have not been executed, and such works, if made, might be worked in connection with the undertaking of the Railway Company, to the advantage of the public," &c., it seems to be a question whether it is intended in this Bill that the authorised works of the Harbour Company shall be made under the powers of the Act of 1806, or under powers in this Bill, and whether they shall be made by the Harbour Company or by the Railway Company.

It seems desirable that the provisions of this Bill should be explicit on those points; and if the proposed power to purchase shares in and subscribe to the undertaking of the Harbour Company be granted, it may deserve consideration whether there should not be set forth in the Bill the present position of the Harbour Company's authorised share capital, with the amount paid up, and of their borrowing powers and mortgage debt.

If the Harbour Company's undertaking be revived, it might be proper to subject it to regulation according to more recent legislation, by expressly making applicable to it the provisions of "The Harbours, Docks, and Piers Clauses Act, 1847."

Section 33. The Bill does not appear to contain any limitation of the period for the exercise of powers for executing wharves, &c., and works generally, other than the Railways.

It would be in accordance with the practice of Parliament to add to the Bill a clause reserving the operation of "The Merchant Shipping Act, 1854," and Acts amending that Act, and of present and future general Acts relating to piers, or docks, or dues on shipping or goods carried in ships, or to lights, buoys, or beacons, and the rights, powers, and privileges of the general lighthouse authorities, and also the revision and alteration under the authority of Parliament of the dues and charges authorised by any Act relating to the Porthdinlleyn Harbour undertaking.

Interference with Tidal Waters.

Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz. :—

Railway No. 1 commences on the slip of land which forms the south-eastern boundary of the Harbour of Pwllheli, crosses the entrance to the harbour by a viaduct, with one opening span, 35 feet wide and 20 feet high, and runs along the bed of the harbour for some distance on its south-western side.

Power is taken to make wharves, and shipping and landing places in connection with this Railway.

Railway No. 4 occasionally passes below high-water mark in Cardigan Bay, and terminates in a proposed jetty and landing place at Porthbach Point.

A reclamation on the southern side of the Dovey Estuary, by a river wall nearly following the line of the low-water channel nearest the southern shore, from the corner where the existing embankment turns inland to the Railway E. of the Aberystwith and Welsh Coast Railway authorized in 1865; within this reclamation

mation a Railway No. 5, a floating dock, and a diversion of the River Lerry are proposed.

A pier at Carrig-y-Penrhyn in connection with Railway No. 5.

A roadway viaduct across the River Dwydd, in the Traethbach, with 16 openings, each 19 feet wide and 10 feet high.

The construction of sluice-gates in and improvement of the embankment which connects the counties of Carnarvon and Merioneth at Portmadoc.

Such interference renders necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of Sections 13 to 19, both inclusive ("Protection to Navigation"), of "The Railways Clauses Act, 1863." And the Bill should state that, in construing those enactments, the words "Work" and "Railway" shall be taken to include the piers, docks, embankments, and other works in tidal waters authorized by this Bill.

The Bill proposes to incorporate all of these enactments, but does not contain the interpretation clause above referred to.

With regard to Railway No. 1, and its proposed opening bridge over the channel leading into Pwlhelli Harbour, my Lords have to observe, that in the present condition of the entrance to that harbour, no shelter is properly attained until a vessel has passed above the site of the proposed viaduct; consequently the bridge should always be open, or ready to be opened, to vessels when the harbour has sufficient water to admit them. It is also important that the wharves, and shipping and landing places proposed to be made along the north-eastern side of the entrance channel be so far advanced, as to afford the necessary shelter, before obstruction is created by the formation of the viaduct.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Cambrian Railways (New Works) Bill*].

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

15—LI.

Under 1 oz.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Cambrian Railways (Steamboats) Bill.

It is proposed by this Bill to authorise the Cambrian Railways Company to provide and work steam and other vessels, and to use their vessels for the conveyance of passenger and other traffic between the ports of Aberdovey, Porthdinlleyn, and St. Tudwalls (in Wales), and the ports of Dublin, Wicklow, Waterford, and Wexford (in Ireland). Objects.

And to raise additional sums of 50,000 *l.* by shares (ordinary or preference) and 16,660 *l.* by loan.

Section 2. It is usual, and it seems desirable, to incorporate besides the sections of “The Companies Clauses Consolidation Act, 1845,” here mentioned, the clauses of that Act with respect to, The general meetings of the Company, and the exercise of the right of voting by the shareholders, The making of dividends, and The giving of notices. Observations.

Section 8. The proposed power to raise money by mortgage or debenture stock for steamboat purposes, does not appear to be in accordance with the practice of Parliament.

Section 12, provides that the Company may make &c., “all such steam and other ships and vessels, &c.” It does not appear to be in accordance with the practice of Parliament in permitting Railway Companies to become carriers by sea, to authorise the use of vessels *other* than steam vessels.

Section 13. The Bill does not, as is usual in such cases, specify the distances between the ports to and from which the Company’s vessels may ply; or the maximum rates of charge for conveyance of passengers of the several classes, (which are sometimes fixed with reference to a like mileage on the Company’s Railways), or the quantities of luggage which passengers may take with them free of charge.

Section 14. After “subject to the provisions of this Act” should be added, “and of the Acts and parts of Acts incorporated herewith.”

Section 17. It seems necessary, according to the practice of Parliament, to add to these reservations a reservation of the operation of “The Merchant Shipping Act, 1864,” and Acts amending that Act, and all present and future general Acts relating to dues on shipping, or goods carried in ships, or to the future revision and alteration, under the authority of Parliament, of the rates authorised by *this* Bill.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Cambrian Railways (Steamboats) Bill*].

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL Bills, and
BILLS relating to HARBOURS, DOCKS, and
TIDAL WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable the House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Cannock Chase and Wolverhampton Railway (Hednesford Extension) Bill.

It is proposed by this Bill to enable the Cannock Chase and Wolverhampton Railway Company— Objects.

To make a Railway, No. 1 (2 miles 76 chains), from the Company's authorised line in the Township of Burntwood, to a junction with the Cannock Chase Railway in the parish of Cannock; and a Railway, No. 2 (21 chains), wholly in the parish of Norton, to connect the Company's authorised line with the Norton Branch of the South Staffordshire Railway:

To raise further sums, of 30,000 *l.* by new ordinary shares, and 10,000 *l.* by loan:

And to enter into traffic and working arrangements with the Cannock Chase, the London and North Western, the South Staffordshire, and the Midland Railway Companies.

The Bill provides for the abandonment of the Railway authorised by “The Cannock Chase Railway (Extension Act), 1862,” for the indemnification by the Company of the Cannock Chase Extension Railway Company, against the expenses of such abandonment, and for the dissolution of the last named Company.

Section 4. It is usual and it seems desirable to incorporate also the clauses Observations.
of The Companies' Clauses Consolidation Act, 1845, with respect to, The general meetings of the Company, and the exercise of the right of voting by the shareholders, The making of dividends, and The giving of notices.

The usual proviso “except where expressly varied by this Act,” is omitted from Sections 2 and 3.

Section 5. After “subject to the provisions of this Act,” it would be more accurate, and it seems desirable to add “and of the Acts and parts of Acts incorporated herewith.”

Section 11. Reference may be made to the observations on “Dimensions of Bridges,” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 26.

Section 16. The exception in this clause "and which shall not be required for the purposes of any of the works by this Act authorised," seems objectionable, as an owner of land may have suffered damage from the non-completion of a purchase pursuant to a contract entered into, or a notice given by the Cannock Chase Extension Railway Company," although the land in question may be ultimately taken by the "Cannock Chase and Wolverhampton Railway Company."

Section 17. The Bill does not contain any provision for a general saving of rights, such as is usual on the dissolution of a company, and such as is contained in Section 55 of "The Railways Clauses Act 1863."

Section 23. The Bill does not contain any provision for enabling the mortgagees under the new power to obtain the appointment of a receiver.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Cannock Chase and Wolverhampton Railway
(Hednesford Extension) Bill*].

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL BILLS, and BILLS
relating to Harbours, Docks, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“THAT the BOARD of TRADE do present to this House a REPORT upon
the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS,
DOCKS, and TIDAL WATERS, of this Session.”

Cannock Chase and Wolverhampton Railway (Midland Railway Extension) Bill.

It is proposed by this Bill to enable the Cannock Chase and Wolverhampton Railway Company to make the following Railways, viz. :—

No. 1 (12 miles 19 chains), from the Company's authorised line at Lichfield to the Birmingham and Derby Section of the Midland Railway Company, in the township of Barton-under-Needwood ;

No. 2 (2 miles 8 chains), to connect Railway No. 1 with the Anglesey sidings of the South Staffordshire Railway at Lichfield ;

No. 3 (35 chains), at Walsall, to connect the Company's authorised line with the Cannock Branch of the South Staffordshire Railway ;

No. 4 (75 chains), at Essington, to connect the Company's authorised line with the Cannock Branch of the South Staffordshire Railway.

To raise additional sums of 175,000 *l.* by new ordinary shares, and 58,500 *l.* by loan.

To run over the portion of the Midland Railway between the intended Junction therewith and its Burton-upon-Trent Stations, and to use those Stations.

To enter into arrangements with the Midland, the London and North-Western, and the South Staffordshire Railway Companies, or any of them, with respect to the working and traffic of the Company's Railways.

Section 4. It is usual, and it seems desirable, to incorporate also the clauses of “The Companies Clauses Consolidation Act, 1845,” with respect to, the General Meetings of the Company and the exercise of the right of voting by the shareholders, and the making of dividends. Observations.

The usual proviso, “except where expressly varied by this Act,” is omitted from Sections 2 and 3.

Section 5. After “subject to the provisions of this Act,” it would be more accurate, and it seems desirable, to add, “and of the Acts and parts of Acts incorporated herewith.”

Section 10. Reference may be made to the Observations on “Dimensions of Bridges” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 26.

Sections 14 and 16. The proviso at the end of Section 14 and Section 16 are identical.

Section 18. It is to be observed that 58,500 *l.* exceeds one-third of 175,000 *l.* It would be in accordance with the practice of Parliament to insert after this Section a clause enabling the mortgagees, under the new borrowing power, to obtain the appointment of a receiver.

Section 23. Reference may be made to the Observations on "Running Powers," in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 25.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Canmock Chase and Wolverhampton Railway
(Malland Railway Extension) Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Cannock Chase Railway Extension Bill.

IT is proposed by this Bill to incorporate “ The Cannock Chase (Extension) Objects.
Railway Company,” with a capital of 40,000 *l.* in 10 *l.* shares, and 13,300 *l.* by
loan; and to empower them—

To make a Railway (4 miles 20 chains) from the Norton Branch of
the South Staffordshire Railway in the parish of Norton to a point in the
parish of Cannock near the eastern terminus of the Cannock Chase Rail-
way :

To run over the authorised Cannock Chase Railway and a portion of
the Cannock Mineral Railway, and to use the Hednesford Station on the
latter Railway :

To enter into arrangements with the London and North Western and
the Cannock Chase and Wolverhampton Railway Companies with re-
spect to the use of and the traffic on the new Railway.

Section 21. With reference to the term of *five* years allowed for completion Observations.
of the Railway it is to be observed that the length of the Railway is less than
five miles.

Section 33. See the Observations on “ Running Powers” in the General
Report of the Board of Trade on the Railway, &c. Bills of this Session, page 25.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Cannock Chase Railway Extension Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS and TIDAL WATERS, of this Session.”

Chester and West Cheshire Junction Railway Bill.

It is proposed by this Bill to change the name of the Chester and West Cheshire Junction Railway Company, (incorporated in 1865) to “The Dee Railway Company;” and to enable them—

Objects.

To make the following Railways, viz.:—

No. 1. (29 chains), from the Company’s authorised line to the Cathedral precincts, in the City of Chester ;

No. 2. (7 miles 39 chains), from the authorised line at Chester to a point near the right shore of the River Dee, in the parish of Northop in Flintshire ;

No. 3. (6 miles 55 chains), from (No. 2.) in the parish of Hawarden to Neston, in Cheshire :

To raise further sums of 275,000 *l.* by shares, and 92,000 *l.* by loan :

To divide any share in their capital into preferred (6 per cent), and deferred half shares :

And to enter into arrangements with the Manchester, Sheffield and Lincolnshire, the Great Northern, the Midland and the Wrexham, Mold and Connah’s Quay Junction Railway Companies, with respect to the working and traffic of the Company’s present and intended undertakings.

Section 2. It is usual, and it seems desirable, to incorporate, besides the clauses of “The Company’s Clauses Consolidation Act, 1845” here mentioned, the clauses of that Act with respect to the general meetings of the Company and the exercise of the right of voting by the shareholders, the making of dividends, and the giving of notices.

Observations.

Sections 6 and 9. It would be more accurate, and it seems desirable, to add after “Subject to the Provisions of this Act” the words “and of the Acts and parts of Acts incorporated herewith.”

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz.:—

Tidal Waters.

Railway No 2. enters the foreshore of the Dee Estuary, at a point in the sea wall in the parish of Hawarden, and terminates on the northern guide wall of the main channel of the river, between the first and second groins.

Railway No 3. enters the foreshore at the same point as No 2. and crosses it to a point in the Salt Marshes, below Barton, and again enters it between Barton Point and Denhall House.

Such interference renders necessary the incorporation in the Bill of “The Railways Clauses Consolidation Act, 1845,” and of Sections 13 to 19, both inclusive (“Protection to Navigation”), of “The Railways Clauses Act, 1863.”

The Bill proposes to incorporate both of these enactments.

Board of Trade,
February, 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Chester and West Cheshire Junction Railway
Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Coventry and Midland Junction Railway Bill.

It is proposed by this Bill to incorporate “The Coventry and Midland Junction Railway Company,” with a capital of 200,000 *l.* in 10 *l.* shares, and 60,000 *l.* by loan ; and to empower them :—

To make a Railway (No. 1) 8 miles 40 chains in length, from the authorised Coventry and Great Western Junction Railway at Coventry to the Whitacre and Nuneaton Branch of the Midland Railway, near the Arley Station ; and two junction lines,—(No. 2), 30 chains in length, to connect (No. 1) with the Coventry and Nuneaton Branch of the London and North Western Railway, near the Counden Road Station ; and (No. 3), 30 chains in length, to connect (No. 1) by a second junction line with the Midland Railway Branch at Arley.

To use the authorised stations at Coventry of the Coventry and Great Western Junction Railway Company, and to run over the portions of the Railway of that Company between the junction therewith of Railway No. 1 and such stations ; and to have traffic facilities by through booking and otherwise from the Companies owning or working those stations :

To enter into arrangements with the Midland, the London and North Western, the Great Western, the Coventry and Great Western Junction and the Southam Railway Companies, with respect to the working and traffic of the new Railways.

Section 25. See the observations on “Dimensions of Bridges,” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 26. Observations.

Section 31. With reference to the “short distance” of *six* miles it is to be observed that the aggregate length of the proposed Railway is less than 10 miles.

Section 40. See the observations on “Running Powers” in the above mentioned General Report, page 25.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Coventry and Midland Junction Railway
Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

1. *Devon and Somerset Railway (Amendment of Acts) Bill.*

2. *Devon and Somerset Railway (Capital) Bill.*

1. *Devon and Somerset Railway (Amendment of Acts) Bill.*

By this Bill it is proposed, in order to relieve the Devon and Somerset Railway Company from taking any part of the authorised capital of the Ilfracombe Railway Company, to repeal so much of “The Ilfracombe Railway Act, 1865,” as made provision for the Devon and Somerset Railway Company and the London and South Western Railway Company becoming joint and equal owners of the Undertaking, and subscribers of the capital, of the Ilfracombe Railway Company ; and to restore to its full force “The Ilfracombe Railway Act, 1864,” which provided for a subscription by the London and South Western Railway Company to the capital of the Ilfracombe Railway Company. Objects.

Section 3. It seems desirable that the Act of 1864 here referred to should be more distinctly specified, as two Acts of 1864 are mentioned in the Preamble. Observations.

2. *Devon and Somerset Railway (Capital) Bill.*

It is proposed by this Bill to enable the Devon and Somerset Railway Company to cancel unissued shares in their authorised capital of 500,000 *l.*, to an amount not exceeding 200,000 *l.*, and to create and issue new preferential shares in lieu thereof, and to allow such preferential shares to be converted, at the option of the holders, into ordinary shares. Objects.

No observation by the Board of Trade appears necessary.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[1. *Devon and Somerset Railway (Amendment of Acts) Bill.*]

[2. *Devon and Somerset Railway (Capital Bill).*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Devon and Somerset Railway (Deviation, &c.) Bill.

It is proposed by this Bill to enable the Devon and Somerset Railway Objects,
Company

To make—

A deviation (15 miles 24 chains) in the Company's main line authorised in 1864, between points in the parish of Wiveliscombe, near Milverton, and in the parish of Brushford ;

Extension Railways Nos. 1, 3, and 4, from the Company's authorised line at Barnstaple, to a double junction with the North Devon Railway, in the parish of Tawstock ; and No. 2 to connect No. 1 with the authorised line of the Ilfracombe Railway, at Barnstaple ;

All such Railways to be of the broad gauge :

To raise further sums of 36,000*l.* by new ordinary shares, and 12,000*l.* by loan :

To abandon the construction of a portion (31 chains) of the Company's main line authorised in 1864, at its western termination :

To enter into arrangements with the Bristol and Exeter Railway Company with respect to the working and traffic of the proposed Railways :

The Bill further provides that the London and South Western Railway Company may run over the intended Extension Railways Nos. 2, 3, and 4.

Section 2. It is usual, and it seems desirable, besides the clauses of “The Observations, Companies Clauses Consolidation Act, 1845,” here mentioned, to incorporate the clauses of that Act with respect to, The General Meetings of the Company, and the exercise of the right of voting by the shareholders, and The giving of notices.

Sections 4 and 18. It is to be observed, that the Bill does not specify the lengths of the proposed Deviation and Extension Railways, or of the portion first mentioned of the authorised Railway which is to be abandoned.

Section 5. If the intended Railways are to be of the broad gauge only, as the terms of this clause imply, it seems to be a question how they can have junctions with

with the North Devon Railway, and be used by the London and South Western Railway Company, as contemplated in Section 25.

Section 8. The Bill does not propose to enable the mortgagees under this section, to obtain the appointment of a receiver.

Section 17. Reference may be made to the observations on "Dimensions of bridges" in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 26.

Interference with Tidal Waters.

Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz. :—

Extension Railway No. 1. terminates on the foreshore of the River Taw, above Coney's Cut.

Extension Railways No. 3 and No. 4 are carried across the Taw by a bridge of 6 spans, each 66 feet wide, and of 8 feet headway.

Such interferences render necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of Sections 13 to 19, both inclusive ("Protection to Navigation"), of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate both of these enactments.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Devon and Somerset Railway (Deviation, &c.)
Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Drayton Junction Railway Bill.

It is proposed by this Bill to enable the Drayton Junction Railway Company— Objects.

To raise further sums of 180,000*l.* by shares, and 60,000*l.* by loan :

To attach a six per cent. preference dividend to shares issued either in lieu of forfeited or cancelled shares or for proposed new capital ; and to divide any of their shares, existing or proposed, into preferred (six per cent.) and deferred half-shares.

Section 2. It is usual, and it seems desirable, to incorporate, besides the Observations.
clauses of “The Companies Clauses Consolidation Act, 1845,” here mentioned,
the clauses of that Act with regard to, The general meetings of the Company and
the exercise of the right of voting by the shareholders, The making of dividends,
and The giving of notices.

Section 5. It is not usual to give a Company a general power of issuing, with
a preference, shares in lieu of forfeited, surrendered, or cancelled shares in their
already authorised capital, without setting forth in the Bill the present state of
that capital—issued and unissued, paid up and not paid up, and liable to be
forfeited, surrendered, or cancelled—in order to specify the greatest amount of
preference capital that may be created under the power.

With respect to the proposed power to raise by preference shares, capital of
which the application is not limited to the Company’s original line, it may be
observed that the Company have not yet opened their original line.

Section 20. It is to be observed that this clause does not contain, after “All
monies to be borrowed on mortgage under this Act,” the additional words “or
under any former Act authorising the Company to borrow money on mortgage,”
which appear to have been usual in this clause.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Drayton Junction Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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Drayton Junction Railway (Extension) Bill.

It is proposed by this Bill to authorise the Drayton Junction Railway Objects.
Company—

To make the following Railways, viz. :

No. 1. (12 miles 50 chains) from their authorised Railway at Seighford, near Stafford, to Cannock Chase ;

No. 2. (2 miles 30 chains) from the termination of No. 1 at Cannock Chase to the authorised Cannock Chase and Wolverhampton Railway at Norton Common, near Lichfield ;

A Deviation (1 mile 20 chains), in the Company's Extension to Bettisfield, authorised in 1865, in the Parishes of Hanmer in Flintshire, and Prees in Salop :

To raise further sums of 275,000*l.* by new ordinary or preferential shares, and 91,600*l.* by loan :

To attach a preference dividend to any shares to be issued under prior Acts :

To divide any share in the Company's Capital into preferred (6 per cent.) and deferred half shares :

To enter into arrangements with the Cannock Chase and Wolverhampton Railway Company with respect to the working and traffic of the intended Railways and Deviation.

Section 2. It is usual, and it seems desirable, besides the clauses of “The Companies Clauses Consolidation Act, 1845,” here mentioned, to incorporate the clauses of that Act with respect to, The General Meetings of the Company, and the exercise of the right of voting by the shareholders, The making of dividends, and The giving of notices. Observations.

Sections 4 and 9. It would be more accurate, and it seems desirable, to add, after “Subject to the provisions of this Act,” the words, “and of the Acts and parts of Acts incorporated herewith.”

Section 5. With reference to the proposed power to issue preferential capital for the purposes of new works, it is to be observed that the Company have not yet opened their original line.

Section 6 authorises the Company to attach a preference dividend "to any particular shares which, under the powers of their existing Acts, or this Act, they may create or issue, whether new shares or in lieu of cancelled or forfeited shares." By one of the Company's existing Acts (1865), the Company was authorised to make new works: as regards the proposal to attach a preference dividend to the capital authorised to be raised by that Act, it may be observed that the Company have not yet opened their original line.

It may further be observed, that it is not usual to give to a Company, as here proposed, a general power of issuing with a preference unissued shares, or new shares in lieu of cancelled or forfeited shares, without setting forth in the Bill the existing state of the Company's authorised capital paid up and not paid up, cancelled or forfeited, and liable to be cancelled or forfeited—issued and unissued, in order to show the greatest amount of preferential capital which may be created under such power.

Section 28. This clause, by allowing *five* years for the completion of "the Railway," which includes the Deviation, may practically postpone the completion of the line authorised in 1865 from 1870 until 1871.

If this is sanctioned, it would seem desirable to state the effect which the alteration is to have on the security for completion under Section 33 of "The Drayton Junction Railway (Extensions) Act, 1865."

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Drayton Junction Railway (Extension) Bill.*]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL Bills, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Miner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

15—LXII.

Under 1 oz.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

1. *Dublin and Antrim Junction Railway Bill.*
 2. *Dublin and Kingstown Railway (Lease) Bill.*
-

1. *Dublin and Antrim Junction Railway Bill.*

IT is proposed by this Bill—

To extend the time for the completion of the Dublin and Antrim Junction Railways, authorised in 1861, from 1866 to 1869 : Objects.

To enable the Dublin and Antrim Junction Railway Company (who have been authorised by their Act of 1865 to issue 35,000 *l.* of their capital of 120,000 *l.* with a preferential dividend) to issue a further amount, left undefined, of that capital, with a 6 per cent. preferential :

To authorise a transfer of the Undertaking at any time to the Belfast and Northern Counties Railway Company, or to the Ulster Railway Company, by lease, sale, or amalgamation.

Section 5. It seems to be a question whether the Bill should not set forth the present state of this Company's capital, issued and unissued, in order to show the greatest amount of preferential share capital which may be created under the Bill. Observations.

Section 8. See observations on “Amalgamation, Sale, and Lease,” in the General Report of the Board of Trade on the Railway, &c., Bills of this Session, page 24.

Section 22. The mention in this clause of “the Railway by this Act authorised to be made,” and of rates, &c. “authorised by this Act,” is inaccurate.

2. *Dublin and Kingstown Railway (Lease) Bill.*

It is proposed by this Bill to vary the existing lease of the Dublin and Kingstown Railway (including the Dalkey Extension) to the Dublin, Wicklow, and Wexford Railway Company, by extending the term of the lease from 35 years to 980 years, from the 30th of June 1856, and reserving to the Dublin and Kingstown Railway Company a fixed annual rent of 36,000 *l.*, instead of a fixed annual rent of 32,000 *l.*, with compensation and contingent rents; the lessees having an option (in the event of a competing Railway being made between Kingstown and Dublin, notwithstanding a *bonâ fide* opposition by the lessees) to revert to the former rents and terms of years. Objects.

No observation by the Board of Trade appears necessary.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

- [1. *Dublin and Antrim Junction Railway Bill.*]
[2. *Dublin and Kingstown Railway (Lease)*
Bill.]
-

FURTHER REPORT of the BOARD of TRADE ON
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by the House of Commons, to be Printed.
9 February 1866.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS. and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Dublin Trunk Connecting Railway Bill.

It is proposed by this Bill to enable the Dublin Trunk Connecting Railway Objects.
Company :

To make three Railways of an aggregate length of 1 mile 30 chains, from a double junction with their authorised Railway at West Road and Ballybough Road, to a point near the junction of Lower Sackville-street with Sackville-place ; and a branch 10 chains in length from the above lines, near Preston-street, to the Dublin and Drogheda Railway near Seville-place :

To abandon the junctions with the Dublin and Drogheda Railway (south of their main line), authorised by the Company's Acts of 1864 and 1865 :

To raise further sums of 250,000 *l.* by new ordinary or preference shares (divisible into preferred and deferred half shares), and 83,300 *l.* by loan :

To issue a *five* per cent. debenture stock :

To enter into arrangements with the Dublin and Drogheda, the Dublin and Meath, the Midland Great Western of Ireland, the Great Southern and Western, the Dublin and Kingstown, and the Dublin, Wicklow and Wexford Railway Companies, with respect to the working and traffic of the new Railways :

To lease within 10 years from the passing of this Bill, for any term of years for the construction of abattoirs, dead-meat markets, an hotel, and refreshment rooms, any lands acquired under any of the Company's Acts, and to contribute 20,000 *l.* for such purpose.

Section 2. It is usual, and it seems desirable, to incorporate besides the Observations. clauses of “The Companies Clauses Consolidation Act, 1845,” here mentioned, the clauses of that Act with respect to, The general meetings of the Company, and the exercise of the right of voting by the shareholders, The making of dividends, and The giving of notices.

Section 5. It would be more accurate, and it seems desirable to add after “Subject to the provisions of this Act,” the words “and of the Acts and parts of Acts incorporated herewith.”

Section 10. With reference to the proposed power to issue preference capital for the purpose of new works, it is to be observed that the Company have not yet opened their original line.

Section 23. Reference may be made to the Observations on “Dimensions of Bridges,” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 26.

Sections 29, 33, and 34. With respect to the tolls and maximum rates proposed to be authorised for the new Railways, which are arranged on the principle of an uniform charge for the use of the whole or any part of the line, it may be observed that the tolls for maximum rates for the Company's lines, authorised by their Acts of 1864 and 1865, are arranged on the mileage principle, with a charge for a “short distance” of four miles. If the uniform charges for the new lines are sanctioned, it would seem desirable to make some provision respecting the charge for traffic passing partly over the lines already authorised and partly over the new lines.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[Dublin Trunk Connecting Railway Bill.]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(Mr. Milner Gibson.)

Ordered by The House of Commons, to be Printed,
9 February 1866.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

East Gloucestershire Railway Bill.

It is proposed by this Bill :—

Objects.

To enable the East Gloucestershire Railway Company—

To make a Railway, 1 mile 50 chains in length, from the Midland Railway at Churchdown, near Gloucester, to the Company's authorised line at Badgworth ; and two Deviations in the Company's authorised line ; No. 1 (5 miles 10 chains), between Withington and Chedworth ; and, No. 2, 7 miles 12 chains, between Langford and Witney :

To raise additional sums of 20,000 *l.* by shares, and 6,600 *l.* by loan :

To divide the new shares into preferred and deferred half shares :

To run over the following Railways, namely :—

The Midland Railway between the Junction therewith of the Company's proposed line at Churchdown, and Gloucester, and between the same Junction and Tewkesbury ; the Gloucester and Dean Forest Railway, the Worcester Dean Forest, and Monmouth Railway, the Witney Railway, the Great Western, and the London and North Western Railways, between Yarnton and Oxford ; and to use the Stations at Gloucester and Oxford :

To have traffic facilities by through booking and otherwise from the Companies owning the above-mentioned Railways :

To enter into arrangements with the Midland, the London and North Western, and the Great Western Railway Companies, with respect to the working and traffic of the Company's undertaking, notwithstanding, as regards the Midland Railway Company, the agreement confirmed by the “ Great Western and West Midland Railway Act, 1863.”

It is further proposed by the Bill to repeal certain clauses in the Company's Act of 1864, which provided for mixed gauge on certain of the Company's lines, and authorised the Great Western Railway Company to require a broad gauge to be laid on their lines ; and in lieu of those provisions to authorise the Great Western Railway Company to run over certain portions of the Company's Railways.

Section 2. The proposal in Section 27 to authorise working arrangements seems to render necessary the incorporation with this Bill of Part III. (relating to Working Agreements) of “ The Railways Clauses Act, 1863.” Observations.

It is usual, and it seems desirable, to incorporate, besides the clauses of “ The Companies Consolidation Clauses Act, 1845,” here mentioned, those with
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respect to, The general meetings of the Company and the exercise of the right of voting by the shareholders, The making of dividends, and The giving of notices.

Section 4. The lengths of the new Deviation Lines are not specified in the Bill.

Sections 8-10. It seems uncertain whether the terms of these clauses may not authorise the Company to create new *preference* shares. As the Company have not yet opened their original line, the practice of Parliament seems to require that any new shares issued for the purposes of the new Railway should be expressly confined to ordinary shares.

Section 13. The Bill does not propose to enable the mortgagees under this clause to obtain the appointment of a receiver.

Section 18. In this clause ambiguity is caused by the use of the word "Railway" in the first line (which in Section 20 appears to mean the new Branch Railway only), and of the word "Railways" in the fourth line, which in section 3 is explained to mean the Railways and deviations authorised by the Bill.

Section 20 provides the usual security for the completion of the new Branch Railway. It is, perhaps, intended that the deviations shall be completed within the time limited, and under the penalty prescribed by the Act of 1864 for the original. The intention as to the deviations, whatever it may be, might be possibly more clearly explained in the Bill.

Section 23. Reference may be made to the observations on "Running Powers" in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 25.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*East Gloucestershire Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

15—LXV.

Under. 1 oz.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Edgware, Highgate, and London Railway Bill.

It is proposed by this Bill to enable the Edgware, Highgate, and London Objects.
Railway Company,—

To make a Branch, length 3 miles 58 chains, from their authorised line at
Finchley to Chipping Barnet ;

To raise further sums of 75,000 *l.* by new ordinary or preference shares, and
25,000 *l.* by loan.

Section 5. With respect to the proposed power to create preferential shares for Observations.
the purposes of the new line, it is to be observed that the Company have not yet
opened their original line.

Section 10. This Bill has not the usual provision for the appointment of a
receiver on the application of mortgagees to whom arrears are due.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Edgware, Highgate, and London Railway
Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL Bills, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Ellesmere and Glyn Valley Railway Bill.

It is proposed by this Bill to incorporate “The Ellesmere and Glyn Valley Railway Company,” with a capital of 183,000 *l.* in 10 *l.* shares, and 61,000 *l.* by loan ; and to empower them—

To make the following Railways, viz. :—

No. 1 (12 miles 70 chains) from the Cambrian Railway at Ellesmere, to Llansaintffraid-Glyn-Ceiriog, in the County of Denbigh ;

No. 2 (60 chains) in the Parish of St. Martin, to connect No. 1 with the Shrewsbury and Chester Section of the Great Western Railway at the Presgwyn Station ;

No. 3 (1 mile 10 chains) in the Parish of Llansaintffraid-Glyn-Ceiriog, from the termination of No. 1, to the quarry of the Cambrian Slate Company :

To enter into arrangements with the Great Western Railway Company, the Cambrian Railways Company, and the Drayton Junction Railway Company, with respect to the working and traffic of the new Railways. Observations.

Section 2. It is Part III., not Part II., as here mentioned, of “The Railways Clauses Act, 1863,” which relates to working agreements.

Section 5. It would be more accurate, and it seems desirable, to add, after “Subject to the provisions of this Act,” the words, “and of the Acts and parts of Acts incorporated herewith.”

Section 24. See the observations on “Dimensions of Bridges,” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 26.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Ellesmere and Glyn Valley Railway Bill.*]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL BILLS, and Bills re-
lating to HARBOURS, DOCKS, and TIDAL WATERS,
of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Exe Valley Railway Bill.

It is proposed by this Bill to incorporate “The Exe Valley Railway Company,” Objects.
with a capital of 120,000 *l.* in 10 *l.* shares (to be divisible into preferred (6 per
cent.) and deferred half shares), and 40,000 *l.* by loan ; and to empower them—

To make two Railways :

No. 1 (10 miles 74 chains) from a junction with the Exeter and Crediton
Railway, in the parish of Newton St. Cyres to Tiverton ; and—

No. 2 (1 mile 32 chains) at Tiverton, from (No. 1) to the authorized
Tiverton and North Devon Railway :

To run over the portions of the Exeter and Crediton and the Bristol and
Exeter Railways between the junction with the former Railway of Railway (No. 1)
and the St. David’s Station at Exeter, and to use that station.

To enter into arrangements with the London and South Western, the Exeter
and Crediton, the Tiverton and North Devon and the Bristol and Exeter Railway
Companies with respect to the construction, working and traffic of the Railways
of the contracting Companies.

Sections 5, 9. It would be more accurate, and it seems desirable, after Observations.
“subject to the provisions of this Act,” to add “and of the Acts and parts of
“Acts incorporated herewith.”

Section 3. Reference may be made to the observations on “Dimensions of
Bridges” in the General Report of the Board of Trade on the Railway, &c. Bills
of this Session, page 26.

Section 44. See the Observations on “Running Powers” in the above
mentioned General Report, page 25.

Section 47. With respect to this power to contract respecting the *construction*
of the Railway, it may be observed that it is the practice of Parliament to leave
the construction of a Railway to the Company, which is authorised to take land
and raise money for that purpose.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Exe Valley Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Fleetwood, Preston, and West Riding Junction Railway Bill.

It is proposed by this Bill to enable the Fleetwood, Preston, and West Riding Junction Railway Company to make the following Railways, viz. :—

Nos. 1, 2 and 3, of an aggregate length of 25 miles 47 chains, from the Company's existing Line at Fulwood (about three miles north-east of Preston), passing by Clitheroe to the Leeds and Bradford Extension of the Midland Railway at Elslack;

No. 4 (15 chains), at Chatburn, to connect the proposed Railway, No. 3, with the authorised Line of the Ribblesdale Railway;

Nos. 5 and 6. Branches, of an aggregate length of 2 miles 20 chains, from the proposed Railways, Nos. 2 and 1 respectively, at Chatburn and Little Milton, both in the parish of Whalley:

To enlarge the stations of the Company at Preston:

To run over the portion of the Midland Railway at and between Elslack and Skipton, and to use the stations at and between those places:

To enter into arrangements with the Midland, the Lancashire and Yorkshire, the London and North Western, and the Ribblesdale Railway Companies with respect to the construction, working, and traffic of the undertakings of the contracting Companies.

The Bill further proposes to reduce the Company's authorised share capital from 270,000 *l.* to 158,496 *l.*, in 12 *l.* Class A. shares; and to authorise the Company to raise additional sums of 420,000 *l.* by new ordinary Class B. shares, or new preference shares, and 140,000 *l.* by loan.

Section 5. After “subject to the provisions of this Act,” should be added Observations. “and of the Acts and parts of Acts incorporated herewith.”

Section 18. With respect to the proposed new power to borrow an additional sum of 140,000 *l.*, it is to be observed that Parliament appears to have restricted the Company's existing power of borrowing to 50,000 *l.*, although their present authorised share capital is 270,000 *l.*; and part of the proposed additional capital of 420,000 *l.* will be in lieu of 111,504 *l.*, that part of their present authorised capital which is to be extinguished by the reduction of capital proposed in the Bill

Section 25. The usual time allowed for the compulsory purchase of lands is *three* years.

Section 31. Reference may be made to the observations on “running powers” in the General Report of the Board of Trade on the Railway, &c., Bills of this Session, page 25.

Section 32. With respect to the proposed power to contract with respect to the *construction* of the undertaking of any of the Companies by any of the other Companies, it is to be observed that it is the practice of Parliament to leave the execution of works to the Company authorised to take lands and raise money for that purpose.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Fleetwood, Preston, and West Riding
Junction Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WAYS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Glasgow and South Western Railway (Ayrshire, &c., Lines) Bill.

IT is proposed by this Bill to enable the Glasgow and South Western Railway Company to make Railways in conformity with provisions contained in “The Glasgow and South Western Railway (Ayrshire Lines) Act, 1865,” and also to make other Railways in connection therewith, and with the Company’s existing line, viz.:—

Nos. 1, 2, and 3 (11 miles 21 chains in aggregate length), to connect their authorised lines at Drumsmeddan, and their existing line at the Old Cumnock Station, with their Muirkirk Branch, near Cronberry; Nos. 1 and 2 being in part substitution for parts of Railways Nos. 4 and 5, authorised by the Company’s (Ayrshire Lines) Act, 1865:

No. 4 (2 miles 75 chains in length), to connect their authorised line near Tarbolton with their existing Railway, near the Mauchline Station, in lieu of a portion of Railway (No. 1), authorised by the Company’s (Ayrshire Lines) Act, 1865:

Nos. 5 and 6 (16 miles 48 chains in aggregate length), from their existing line at the Sanquhar Station, terminating by a double junction with the authorised Muirkirk Branch of the Caledonian Railway, near Carmacoup Mill, in the Parish of Douglas:

To raise further sums of 260,000 *l.* by new ordinary or preference shares, and 86,600 *l.* by loan.

Section 2. It seems desirable to incorporate, besides the Acts here mentioned, the provisions of “The Companies Clauses Consolidation (Scotland) Act, 1865,” which are usually referred to in Bills for authorising the raising of additional share and loan capital by a Railway Company in Scotland. Observations.

Sections 4 and 8. It would be more accurate, and it seems desirable, after “subject to the provisions of this Act,” to add, “and of the Acts and parts of Acts incorporated herewith.”

Section 17. This clause, by allowing five years for the completion of those of the new Railways which are deviations or alterations of the Railways authorised in 1865, may practically postpone the completion of the Railways authorised in 1865, from the 5th of July 1870 until 1871. If this is sanctioned, it would seem desirable to state definitely the effect which this new limitation of time is to have on the security for completion under Section 22 of the Glasgow and South Western Railway (Ayrshire Lines) Act, 1865.

Sections 19 and 20. With respect to these numerous departures from the requirements of Sections 42 and 43 of “The Railways Clauses Consolidation (Scotland) Act, 1845,” (viz., 35 feet width and 16 feet height for a turnpike road and 25 feet width and 15 feet height for a public carriage road), reference may be made to the Observations on “Dimensions of Bridges” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 26.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Glasgow and South Western Railway*
(*Ayrshire, &c., Lines*) *Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

1. *Great Northern Railway (Hertford to Stevenage) Bill.*
 2. *Great Northern Railway (Potter's Bar, Barnet, and Hendon) Bill.*
-

1. *Great Northern Railway (Hertford to Stevenage) Bill.*

It is proposed by this Bill to authorise the Great Northern Railway Com- Objects.
pany—

To make two Railways, of an aggregate length of 11 miles 30 chains, from the line authorised by the Company's Hornsey to Hertford Act, 1865, at Bayford, to the Company's main line at Stevenage:

To abandon Railway, No. 4, in the parish of Digswell, authorised by the above mentioned Act:

To raise additional sums of 250,000 *l.* by new ordinary or preferential shares, and 83,300 *l.* by loan.

Section 3. It is usual, and it seems desirable, besides the clauses of the “Com- Observations.
pany's Clauses Consolidation Act, 1845,” here mentioned, to incorporate the clauses of that Act with respect to, The general meetings of the Company, and the exercise of the right of voting by the shareholders, The making of dividends, and The giving of notices.

Section 10. The Bill does not propose to enable the mortgagees under this clause to obtain the appointment of a receiver.

2. *Great Northern Railway (Potter's Bar, Barnet, and Hendon) Bill.*

It is proposed by this Bill to enable the Great Northern Railway Company— Objects.

To make a Railway (7 miles 20 chains) from their line at Potter's Bar to the authorised line of the Edgware, Highgate, and London Railway at Hendon (in lieu of the Companies authorised Barnet Branch, now proposed to be abandoned), and a Branch (50 chains) to connect the proposed Railway by a second junction with the Great Northern Railway at Potter's Bar:

To raise further sums of 240,000 *l.* by new ordinary or preferential shares, and 80,000 *l.* by loan.

Section 2. It is usual, and seems desirable, to incorporate, besides the clauses Observations.
of the “Companies Clauses Consolidation Act, 1845,” here referred to, the clauses with respect to, The general meetings of the Company, and the exercise of the right of voting by the shareholders, The making of dividends, and The giving of notices.

Section 10. The Bill does not propose to enable the mortgagees under this clause to obtain the appointment of a receiver.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

- [1. *Great Northern Railway (Hertford to Steenage) Bill.*]
- [2. *Great Northern Railway (Potter's Bar, Barnet, and Hendon) Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Harborne Railway Bill.

IT is proposed by this Bill to incorporate “The Harborne Railway Company,” with a capital of 60,000 *l.* in 10 *l.* shares, and 20,000 *l.* on loan; and to empower them— Objects.

To make two Railways (No. 1), 64 chains in length, from the Birmingham, Wolverhampton, and Stour Valley Line of the London and North Western Railway, near the Soho Station at Birmingham, to a point near the Rotten Park Canal Reservoir, in the parish of Birmingham; (No. 2), 2 miles 10 chains in length, from the termination of (No. 1) to the town of Harborne;

And to enter into working and traffic arrangements with the London and North Western Railway Company.

Section 5. It would be more accurate, and it seems desirable, to add, after “Subject to the provisions of this Act,” the words “and of the Acts and parts of Acts incorporated herewith.” Observations.

Sections 21 and 25. With respect to the allowance by section 21 of *five* years for completion, and by section 25 of *three* miles for the “short distance,” it may be observed that the total length of the proposed Railways is under *three* miles.

It is to be observed that this Bill does not contain a provision for notice to the labouring classes for removal from houses required by the Company.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Harborne Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE ON
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

RAILWAY, AND CANAL, &c. BILLS,

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable the House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Kidwelly and Burry Port Railway and Burry Port Amalgamation Bill.

It is proposed by this Bill to effect an amalgamation of the Kidwelly and Burry Port Railway Company with the Burry Port Company, by dissolving the Burry Port Company and vesting their undertaking in the Kidwelly and Burry Port Railway Company, whose name is to be changed to “The Burry Port and Gwendreath Valley Railway Company”; and the proprietors of shares in the dissolved Company are to become proprietors of shares of the same amount in the Amalgamated Company, the capital of which is to consist of the aggregate of the paid-up (72,100 *l.*), and unissued (47,900 *l.*) share capital of the Kidwelly and Burry Port Railway Company; and the paid-up (63,000 *l.*) and unissued (22,000 *l.*) share capital of the Burry Port Company, with an existing mortgage debt of 10,000 *l.*, and with the borrowing powers of the Kidwelly, &c. Company under their Act of 1865. Objects.

The amalgamation of a Harbour and a Railway Company seems to render necessary, according to the practice of Parliament, some provision for securing equality of treatment of those who use the Harbour and not the Railway, and *vice versa*. No such provision is contained in the Bill. Observations.

It may also deserve consideration whether the maximum rates, which may be levied by the Burry Port Company, should not be revised, and whether the provisions of the Harbours, Docks, and Piers Clauses Act, 1847, “with respect to the rates to be taken by the Undertakers,” and “with respect to the alteration and recovery of rates,” and “with respect to the accounts to be kept of the rates and of the vessels in respect of which they are payable,” should not be made applicable to the undertaking of that Company.

Section 8. It may deserve consideration whether in this Bill, which is to declare the share capital of the Amalgamated Company, the amount which they may borrow under the Act of 1865 should not also be set forth.

Section 15. It would be proper to add to the Bill the usual clause reserving the operation of the Merchant Shipping Act, 1854, and the Acts amending that Act, and of present and future General Acts relating to harbours or to shipping, or to goods carried in ships, or to lights, buoys, and beacons, or to the rights, powers, and privileges of the General Lighthouse Authorities; and also the revision, under the authority of Parliament, of the dues and charges authorised by any Act relating to the Burry Port Undertaking.

Board of Trade,
1 February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Kidwelly and Burry Port Railway and
Burry Port Amalgamation Bill.*]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL Bills, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

1. *Lancashire and Yorkshire Railway (Extension of Time, &c.) Bill.*
 2. *Lancashire and Yorkshire Railway (North Lancashire Loop Line) Bill.*
-

1. *Lancashire and Yorkshire Railway (Extension of Time, &c.) Bill.*

It is proposed by this Bill—

Objects.

To extend the time (1) for the completion of the Branch Railways to Heckmondwike and Meltham, authorised by “The Lancashire and Yorkshire (Dewsbury &c., Branches) Act, 1861,” from the 7th June 1866, until the 7th June 1869; and (2) for the completion of the Branch Railway to Shawforth, authorised by “The Lancashire and Yorkshire (Additional Powers) Act, 1862,” from the 30th June 1867, until the 30th June 1870.

And to enable the Lancashire and Yorkshire Railway Company to acquire additional lands adjoining their Railways in the parishes of Eccles, Dean, and Middleton, in the County of Lancaster; and to raise further sums of 600,000 *l.* by new ordinary or preferential shares, and 200,000 *l.* by loan.

Section 3. It is usual, and it seems desirable, to incorporate, besides the clauses of “The Companies Clauses Consolidation Act, 1845,” here referred to, the clauses of that Act with respect to, The general meetings of the Company, and the exercise of the right of voting by the shareholders, The making of dividends, and The giving of notices.

Observations.

Sections 6 and 10. It would be more accurate, and it seems desirable, to add after “subject to the provisions of this Act,” the words “and of the Acts and parts of Acts incorporated herewith.”

Section 11. The Bill does not propose to enable the mortgagees under this clause to obtain the appointment of a Receiver.

2. *Lancashire and Yorkshire Railway (North Lancashire Loop Line) Bill.*

It is proposed by this Bill to enable the Lancashire and Yorkshire Railway Company—

Objects.

To make the following Railways, viz. :—

No. 1 (11 miles), from their Railway near Blackburn to their Railway at Burnley; and—

No. 2 (1 mile 10 chains,) from their Railway in the township of Little Bolton to Astley Bridge.

To raise further sums of 341,000 £. by new ordinary or preferential shares, and 113,600 £. by loan :

To stop up a street at Little Bolton.

Observations.

Section 2. It is usual, and it seems desirable, to incorporate, besides the provisions of "The Companies Clauses Consolidation Act, 1845," here referred to, those with respect to, The general meetings of the Company and the exercise of the right of voting by the shareholders, The making of dividends, and The giving of notices.

Section 10. The Bill does not propose to enable the mortgagees under this Clause to obtain the appointment of a Receiver.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[1. *Lancashire and Yorkshire Railway (Extension of Time, &c.) Bill.*]

[2. *Lancashire and Yorkshire Railway (North Lancashire Loop Line) Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Lancashire and Yorkshire Railway (West Riding Branches, &c.) Bill.

It is proposed by this Bill to enable the Lancashire and Yorkshire Railway Objects.
Company to make the following Railways, viz :—

No. 1 (2 miles 44 chains) from the Company's line at Bristol to Brig-
house :

No. 2 (3 miles 51 chains) from the Company's line near Elland Station to
the London and North Western Railway at Huddersfield :

No. 3 (3 miles 54 chains) from the Company's Huddersfield and Peni-
stone Line to Clayton West :

No. 4 (23 chains) at Wakefield, to connect the Company's main line
with their Barnsley Branch :

No. 5 (1 mile 13 chains) at Owston, from the Company's Askern Branch
to the West Riding and Grimsby Railway :

No. 6 (1 mile 59 chains in length) from Railway No. 5 to the Doncaster
and Thorne line of the South Yorkshire Railway Company at Barnby-upon-
Don :

To widen a portion (1 mile 14 chains, of the Company's Halifax Branch be-
tween their main line and their line from Sowerby Bridge to Halifax :

To make a new street in Huddersfield :

To acquire additional lands adjoining (1) the Company's Featherstone Station,
and (2) the junction of the Company's main line with their Barnsley Branch :

To raise further sums of 549,000 £., by new ordinary or preferential shares, and
183,000 £. by loan :

And to run over the London and North Western Railway, between the intended
junction therewith of Railway No. 2 and the joint station of the two Companies
at Huddersfield.

Section 3. It is usual to incorporate, besides the provisions of “ The Companies Observation
Clauses Consolidation Act, 1845,” here to referred, the provisions of that Act with
respect to, The general meetings of the Company and the exercise of the right of
voting by shareholders, The making of dividends, and The giving of notices.

Sections 5, 6, 8, and 12. It would be more accurate, and it seems desirable,
to add in each of these clauses after “ Subject to the provisions of this Act,”
the words “ and of the Acts and parts of Acts incorporated herewith.”

Section 25. Reference may be made to the Observations on “ Running Powers”
in the General Report of the Board of Trade on the Railway, &c. Bills of this
Session, page 25.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Lancashire and Yorkshire Railway (West
Riding Branches, &c.) Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

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RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Launceston and South Devon Railway Bill.

It is proposed by this Bill—

Objects.

To enable the Launceston and South Devon Railway Company—

To accept surrenders of and to cancel any of their existing shares :

To raise further sums of 36,000 *l.* by new ordinary or preferential (6 per cent.) shares, and 12,000 *l.* by loan :

To make and carry into effect agreements with the South Devon Railway Company for an amalgamation with that Company :

To authorise the South Devon Railway Company to raise additional sums by ordinary or preferential shares, and by loan, for the purposes of the amalgamation.

Section 3. It is usual, and it seems desirable, besides the clauses of “ The Companies Clauses Consolidation Act, 1845,” here mentioned, to incorporate the clauses of that Act with respect to, The division of the capital of the Company into shares, The general meetings of the Company and the exercise of the right of voting by the shareholders, The making of dividends, and The giving of notices. Observations.

Section 8. It is not usual to give to a Company, as here proposed, a general power of issuing, with a preference, new shares in lieu of cancelled or surrendered or forfeited shares, without setting forth in the Bill the existing state of the Company’s authorised capital—issued and unissued, paid up and not paid up, cancelled, surrendered or forfeited, and liable to be cancelled, surrendered or forfeited—so as to show the greatest amount of preference capital that can be created under such power.

Section 11. The Bill does not propose to enable the mortgagees under this clause to obtain the appointment of a receiver.

Section 12. Reference may be made to the Observations on “ Amalgamation, Sale, and Lease,” including those on “ Public Notice of Transfer,” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, pages 24 and 25.

The Bill does not contain the usual provisions for the deposit of a copy of the deed of transfer with the clerk of the peace, or for the publication of notice of the change of ownership.

Section 14. It would be more accurate, and it seems desirable, after “ Subject to the provisions of this Act,” to add “ and of the Acts and parts of Acts incorporated herewith.”

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[Launceston and South Devon Railway Bill.]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
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RAILWAY AND CANAL, &c. BILLS.

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RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Liverpool Central Station Railway Bill.

It is proposed by this Bill to dissolve the Liverpool Central Station Railway Company, incorporated in 1864 ; to vest their undertaking jointly and equally in the Manchester, Sheffield and Lincolnshire, the Great Northern, and the Midland Railway Companies ; to provide for the management of such undertaking by the joint Committee of those three Companies, which has been appointed under the powers of “ The Cheshire Lines Transfer Act, 1864,” and is called the Cheshire Lines Committee ; and to provide for the application to the purposes of the Bill of moneys which the three Companies have been authorised to raise for subscriptions to the dissolved Company’s capital.

Section 5. It seems to be a question whether, from the powers of the Central Station Company’s Act of 1864, to be exercised by the three Companies, should not be excepted that of raising money by shares or stock. The mode of raising funds for construction of the Railway and Works contemplated in this Bill, appears to be not the making calls on shares in a capital created under the Act of 1864, but the payment to the Committee of sums to be demanded by them from the three Companies (s. 30), who are to apply for that purpose sums which they are authorised to raise for subscriptions to the capital of the Central Station Company.

Section 34. The clause imposing a daily penalty if the Railway is not completed within *five* years, appears to be intended to effect an extension of time for the completion of the undertaking from the 29th July 1869 until 1871.

If this is sanctioned, it may deserve consideration whether the time limited by the Act of 1864, for the exercise of powers for the execution of the works, should not be expressly extended by the Bill ; in which case it would be proper to incorporate with the Bill Part II. (relating to Extension of Time) of “ The Railways Clauses Act, 1863.”

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[Liverpool Central Station Railway Bill.]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

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and TIDAL WATERS, of this Session.”

Llantrissant and Taff Vale Junction Railway Bill.

It is proposed by this Bill to enable the Llantrissant and Taff Vale Junction Objects.
Railway Company—

To make the several Railways described in Section 4 of the Bill, of an aggregate length of 9 miles 67 chains, to connect the Penarth Railway near Llandaff with the Company's line at Llantrissant, and the Company's Llantrissant common Branch near Llantrissant with the Ely Valley Railway at Duffryn Ishaf Farmhouse :

To raise further sums of 141,000 *l.* by new ordinary or preference shares, and 47,000 *l.* by loan :

and to enter into working arrangements with the Taff Vale Railway Company ; and into traffic arrangements with the Taff Vale, the Great Western, the Ely Valley, the Ely Valley Extension and the Ogmore Valley Railway Companies.

Section 2. It is usual, and it seems desirable, to incorporate besides the pro- Observations.
visions of “The Companies Clauses Consolidation Act, 1845,” here mentioned, the clauses with respect to, The general meetings of the Company and the exercise of the right of voting by the shareholders, and The giving of notices.

Section 8. The Bill does not propose to enable the mortgagees under this Clause to obtain the appointment of a receiver.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Llantrissant and Taff Vale Junction Railway
Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL Bills, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

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DOCKS, and TIDAL WATERS, of this Session.”

*London and North Western and Whitehaven Junction Railway
Companies Bill.*

It is proposed by this Bill—

To dissolve the Whitehaven Junction Railway Company, and to vest their Objects.
undertaking in the London and North Western Railway Company, as from
1st July 1865, the interest of their mortgage debt (69,000 *l.*), the dividends of
their preferential shares (109,160 *l.*), and a dividend at the rate of 10 per cent.
on their ordinary shares (120,840 *l.*) to be guaranteed by the London and North
Western Railway Company; with liberty to the last-named Company to convert
the Whitehaven Junction Preferential or Ordinary Shares into “London and
North Western (Whitehaven) Railway Stock:”

To enable the London and North Western Railway Company to run over a
portion of the Whitehaven and Furness Junction Railway at Whitehaven,
including the “Corkicle Sidings,” and the Tramway to the Harbour, and to
use the Whitehaven Station.

Section 4. It seems desirable to state distinctly whether the unexercised Observations.
powers of raising money by share and loan, at present vested in the Whitehaven
Junction Railway Company, are or are not to be transferred to the London and
North Western Railway Company.

Section 5. Reference may be made to the Observations on “Amalgamation,
Sale, and Lease” in the General Report of the Board of Trade on the Railway,
&c. Bills of this Session, page 24.

Section 18. See the Observations on “Running Powers” in the above-
mentioned General Report, page 25.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*London and North Western and Whitehaven
Junction Railway Companies Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
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RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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London and North Western Railway (New Lines) Bill.

It is proposed by this Bill to enable the London and North Western Railway Company—

To make the following Railways, viz. :—

No. 1, (74 chains), to connect the Stockport, Disley, and Whaley Bridge Railway with the Company's authorised Stockport and Cheadle Branch.

No. 2, (14 miles 38 chains), from the Company's Shrewsbury and Crewe Branch at Whitchurch to their Chester and Crewe Branch at Waverton.

Nos. 3, 4 and 5, of an aggregate length of 2 miles 16 chains, to connect the Company's Grand Junction line at Moulton and Wharton with the town of Winsford.

No. 6, (1 mile 53 chains), in the parish of Runcorn, to connect the Company's authorised Aston, Runcorn, and Ditton Branch at Clifton with the Birkenhead Railway near Frodsham.

No. 7, (1 mile 54 chains), to connect the Birmingham, Wolverhampton, and Stour Valley Railway at Wolverhampton, with the Company's Grand Junction line at the Portobello station.

No. 8, (79 chains), wholly in the parish of Walsall, to connect the Company's Grand Junction line with the South Staffordshire Railway.

No. 9, (3 miles 19 chains), being an additional tunnel on the Company's Huddersfield and Manchester line, between the Diggle and the Marsden stations.

No. 10, (2 miles 65 chains), from the Company's Chester and Holyhead Railway at Prestatyn to Dyserth.

No. 11, (4 miles 47 chains), to connect the Ffrith Branch of the Company's Mold Railway at Tryddyn, with the main line of that Railway near Mold.

Nos. 12 and 13, of an aggregate length of 3 miles 59 chains, to connect the Birkenhead Railway at Birkenhead, with the authorised Hoylake Railway at Bidston.

To raise further sums of 1,000,000 *l.* by new (ordinary or preferential) shares, and 333,000 *l.* by loan.

The Bill provides for the admission of the Great Western Railway Company to the joint ownership of the Railways Nos. 12 and 13, on obtaining the authority of Parliament.

Sections 4 and 7. It would be more accurate, and it seems desirable, to add, after "subject to the provisions of this Act," the words, "and of the Acts and parts of Acts incorporated herewith."

Section 11. The Bill does not propose to enable the mortgagees under this clause to obtain the appointment of a receiver.

Section 12. The terms of this clause with respect to priority of mortgages or bonds, "granted or to be granted," &c., do not appear to be in accordance with the practice of Parliament.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*London and North Western Railway (New Lines) Bill.*]

FURTHER REPORT of the Board of Trade on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1866.

(*Mr. Milner Gibson,*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

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RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Lynn and Sutton Bridge Railway (Works at King's Lynn) Bill.

It is proposed by this Bill—

Objects.

To authorise the Lynn and Sutton Bridge Railway Company :—

To make a Railway (60 chains) in the parish of South Lynn, All Saints, from the Company's authorised line, near its bridge over the River Narr, to a point near the Lynn Gas Works, and a Railway (10 chains) from the former to the Harbour Branch of the Great Eastern Railway :

To raise additional sums of 26,000 *l.* by new ordinary or preferential shares, and 8,666 *l.* by loan.

To extend the running powers of the Company over part of the East Anglian section of the Great Eastern Railway at Lynn, to any Company or person working the Lynn and Sutton Bridge Railway.

To transfer to the Lynn and Sutton Bridge Railway Company the powers conferred on the King's Lynn Docks and Railway Company by their Act of 1865, for the construction of a Railway from the termination of the Great Eastern Railway Harbour Branch to Fisher's Fleet.

To authorise the Dock Company to use the last-mentioned Railway when made.

Section 2. “The *Companies* Clauses Act, 1863,” in line 4, of page 3, seems intended for “The *Railways* Clauses Act, 1863.” Observations.

It is usual, and it seems desirable, to incorporate besides the clauses of “The *Companies* Clauses Consolidation Act, 1845,” here mentioned, the clauses of that Act with respect to, The general meetings of the Company and the exercise of the right of voting by the shareholders, The making of dividends, and The giving of notices.

Section 6. With reference to this proposed power to issue preference capital for the purpose of new works, it is to be observed that the Company have not yet opened their original line.

Section 10. The Bill does not propose to enable the mortgagees under this clause to obtain the appointment of a receiver.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Lynn and Sutton Bridge Railway (Works
at King's Lynn) Bill.*]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL BILLS, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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Lynn and Sutton Bridge, Spalding and Bourn, and Norwich and Spalding Railway Companies Bill.

It is proposed by this Bill—

To dissolve the Spalding and Bourn, and Lynn and Sutton Bridge, Railway Companies, and to incorporate the shareholders as “ The Midland and Eastern Railway Company,” with a capital of 213,000 *l.*, in 20 *l.* shares, and 71,000 *l.* by loan : Objects.

To vest in the amalgamated Company the undertakings and powers of the dissolved Companies :

To require the Norwich and Spalding Railway Company, within one month, from the passing of the Bill, to lease their undertaking for 999 years to the amalgamated Company :

To authorise a future agreement for the amalgamation of the Norwich and Spalding Railway Company with the amalgamated Company :

To authorise the amalgamated Company—

To run (1) over the Norwich and Spalding Railway ; (2) over the portions of the great Eastern Railway, between the King's Lynn station and East Dereham, including the authorised junction at that place, between the Great Eastern Railway and the authorised Wensum Valley Railway ; (3) over the Wensum Valley Railway :

To use the stations of the Great Eastern Railway Company at King's Lynn and Norwich, and the other stations on the above-mentioned lines :

To enter into arrangements with the Midland and Great Eastern Railway Companies, or either of them, with respect to the amalgamated undertakings.

The Bill requires the Great Eastern and the Wensum Valley Railway Company to afford traffic facilities, by through booking and otherwise, to the amalgamated Company.

Section 2. It would be in accordance with the practice of Parliament to incorporate with the Bill, for the regulation of the new Company, “ The Companies Clauses Consolidation Act, 1845.” Observations.

Sections 4, 17, and 18. Reference may be made to the observations on “ Amalgamation, Sale, and Lease,” including, with regard to Section 18, the observations on “ Public Notice of Transfer” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, pages 24 and 25.

Section 11. It is to be observed that this clause, giving to the amalgamated Company power to borrow 71,000 *l.*, increases by 500 *l.* the aggregate amount which the two existing Companies can borrow.

Section 17. This clause purports to require that a lease of the Norwich and Spalding Railway Undertaking shall be granted "within one month after the passing of this Act."

If an agreement for such lease has been already entered into, it would be in accordance with the practice of Parliament that the agreement should be set out in a Schedule to the Bill.

If no such agreement has been entered into, it is not apparent how a compulsory lease is to be effected within one month on terms which "may be agreed upon with the Norwich and Spalding Railway Company."

Section 19. Reference may be made to the observations on "Running powers" in the above-mentioned General Report, page 25.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Lynn and Sutton Bridge, Spalding and
Bourn, and Norwich and Spalding Railway
Companies Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Maidstone and Ashford Railway Bill.

It is proposed by this Bill to incorporate “The Maidstone and Ashford Railway Company,” with a capital of 350,000 *l.* in 20 *l.* shares, and 116,000 *l.* by loan, and to empower them—

To make two Railways--

No. 1 (60 chains), wholly in the parish of Maidstone, to connect the South Eastern Railway with the authorised Sevenoaks, Maidstone, and Tunbridge Railway; and

No. 2 (19 miles 60 chains), from the authorised Sevenoaks Maidstone and Tunbridge Railway, near the termination of No. 1 at Maidstone, to the South Eastern Railway at Ashford :

To run over short portions of the South Eastern Railway at Maidstone and Ashford, and of the authorised Sevenoaks Maidstone and Tunbridge Railway at Maidstone, and to use the stations of the two Companies at those places :

To enter into arrangements with the South Eastern, the London Chatham and Dover, and the Sevenoaks Maidstone and Tunbridge Railway Companies, or any of them, with respect to the working and traffic of the new Railways.

Section 2. For Part II. should be substituted Part III. (relating to working agreements) of the Railways Clauses Act, 1863. Observations.

Section 5. It would be more accurate, and it seems advisable, after “subject to the provisions of this Act,” to add, “and of the Acts and parts of Acts incorporated herewith.”

Section 34. Reference may be made to the observations on “Running Powers” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 25.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Maidstone and Ashford Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

1. *Manchester, Sheffield and Lincolnshire, and Great Eastern Railway Companies Bill.*
 2. *Manchester, Sheffield, and Lincolnshire Railway Bill.*
-

1. *Manchester, Sheffield and Lincolnshire, and Great Eastern Railway Companies Bill.*

It is proposed by this Bill to empower the Manchester, Sheffield, and Lincolnshire and the Great Eastern Railway Companies (whose systems are not at present immediately connected with each other) to enter into agreements with respect to the working and traffic of their respective Railways and undertakings; and to provide for the arbitration of any differences arising in the Joint Committee which may be appointed by the two Companies under such agreements. Objects.

No observation by the Board of Trade appears necessary.

2. *Manchester, Sheffield and Lincolnshire Railway Bill.*

It is proposed by this Bill—

Objects.

To authorise the Manchester, Sheffield, and Lincolnshire Railway Company to carry their extension to Liverpool Line over the Sankey Canal by a swing or opening bridge, instead of a fixed bridge, as provided by their (Extension to Liverpool) Act 1865; and to repeal Section 32 of that Act, by which provision is made for compensation to the owners of those vessels navigating the canal which had fixed masts, on account of the expense of adapting their vessels to the passage under the bridge.

In the case of this new line between Liverpool and Manchester, on which the passenger and other trains will probably be numerous, it seems to be a matter of doubt, and deserving of careful investigation, whether the importance of the Sankey Canal navigation is such as to require that, instead of the fixed bridge for carrying the Railway, prescribed by the Act of 1865, there should be substituted an opening bridge, the use of which must be attended with danger to the public travelling on the Railway. Observations.

If the proposed alteration be sanctioned, it would seem to be proper that there be incorporated with the Bill, in addition to “The Railways Clauses Consolidation Act, 1845,” which is referred to in Section 2 of the Bill, Part 1, relating to “Construction of a Railway,” of “The Railways Clauses Act, 1863.”

Section 6. After “Subject to the Provisions of this Act,” should be added, “and of the Acts and parts of Acts incorporated herewith.”

Section 7. In order that the dimensions of the opening span may be subject to future consideration under the provisions of “The Railways Clauses Acts,” it seems desirable to add the words, “not less than” before “thirty feet.”

Section 12. It is to be observed that this clause, respecting the opening of the bridge, does not contain the provision in the corresponding clause of "The Railways Clauses Act, 1863" (s. 15), that "the Company shall be subject to, and shall abide by, such regulations with regard to the user of the bridge as may from time to time be made by the Board of Trade;" nor does it provide a penalty for default in opening the bridge, or in abiding by regulations, in accordance with Section 15 of "The Railways Clauses Act, 1863."

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

- [1. *Manchester, Sheffield and Lincolnshire, and Great Eastern Railway Companies Bill.*]
[2. *Manchester, Sheffield and Lincolnshire Railway Bill.*]
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FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Manchester, Sheffield, and Lincolnshire Railway (Additional Powers) Bill.

It is proposed by this Bill to enable the Manchester, Sheffield, and Lincoln- Objects.
shire Railway Company—

To widen and improve the portion of their main line of railway between Gorton and Newton, near Manchester :

To substitute a bridge for a level crossing by the Company's main line of a public road at Andershaw, in the parish of Ashton-under-Lyme :

To divert a road in the township of Dukinfield, in the parish of Stockport :

To make a connecting Railway (34 chains), in the township of Bredbury, in the parish of Stockport, between the Company's Newton and Compstall branch and the Stockport and Woodley Junction Railway :

To widen certain bridges under or over the Company's Barnsley Branch Railway, and to alter the roads thereat :

To enlarge the Company's station and works at Sheffield :

To raise further sums of 695,000*l.* by new ordinary or preferential shares, and 230,000*l.* by loan :

To run over the portion of the Midland Railway between Sheffield and the junction therewith of the Sheffield and Rotherham branch of the South Yorkshire Railway at Blackburn, including the tunnel at Sheffield :

To enter into arrangements with the Midland Railway Company, with respect to the working and traffic of the new branch Railway.

Section 2. It seems necessary, besides the Acts here mentioned, to incor- Observations.
porate “The Railways Clauses Consolidation Act, 1845.”

Section 11. The Bill does not propose to enable the mortgagees under this clause to obtain the appointment of a receiver.

Section 20. See the observations on “Running Powers,” in the General Report of the Board of Trade on the Railway, &c. Bills, of this Session, page 25.

Section 23. It seems to be a question whether this express saving of the guarantees to the West Riding and Grimsby Railway Company can be necessary ; and whether the proposed mention of that guarantee may not give rise to doubt as to the saving of the priority of other existing preferences over the new preferential capital to be created under this Bill.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Manchester, Sheffield, and Lincolnshire Railway (Additional Powers) Bill.*]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Miner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Manchester, Sheffield, and Lincolnshire Railway (Central Station and Lines) Bill.

It is proposed by this Bill to enable the Manchester, Sheffield, and Lincolnshire Railway Company— Objects.

To make the following three Railways, to connect the Manchester South Junction and Altrincham Railway on the west, and the Company's main line on the east, with a new Central Station in Manchester, viz.:

No. 1 (1 mile 35 chains in length), from the Manchester South Junction and Altrincham Railway, near the Cornbrook road, to Oxford-street, in Manchester;

No. 2 (11 chains in length), from No. 1, at Oxford-street, to David-street;

No. 3 (2 miles 5 chains in length), from No. 2, at David-street, to the Company's main line near Gorton Old Road, in the township of Ardwick:

To construct a Central Station in Manchester, on the ground to be traversed by Railway No. 2, and bounded by Oxford-street, David-street, Portland-street, and Hunt-street:

To raise further sums of 1,550,000 *l.* by new ordinary or preference shares, and 516,666 *l.* by loan:

To enter into arrangements with the Great Northern and the Midland Railway Companies with respect to the working of the intended Railways, and the traffic of their respective undertakings.

Section 2. This Bill omits to incorporate “The Railways Clauses Consolidation Act, 1845.” Observations.

Section 5. It would be more accurate, and it seems desirable to add, after “Subject to the provisions of this Act,” the words “and of the Acts and parts of Acts incorporated herewith.”

Sections 18 and 19. *Three years and five years* are the times usually allowed for exercise of the powers for compulsory purchase and for execution of works respectively.

Section 24. It seems to be a question whether this express saving of the guarantee to the West Riding and Grimsby Railway Company can be necessary; and whether the proposed mention of that guarantee may not give rise to doubt as to the saving of other existing preferences over the new preferential capital to be created under this Bill.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Manchester, Sheffield, and Lincolnshire
Railway (Central Station and Lines) Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to Harbours, Docks, and Tidal
WATERS, of Session 1865.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Manchester, Sheffield, and Lincolnshire Railway (Liverpool Extension) Bill.

It is proposed by this Bill :—

That the Great Northern and the Midland Railway Companies shall pay to the Manchester, Sheffield, and Lincolnshire Railway Company two-thirds of the expenditure of the latter Company upon the undertaking, authorised by the “Manchester, Sheffield, and Lincolnshire Railway (Extension to Liverpool) Act, 1865 ;” which is thereupon to belong to, and be vested in the three Companies jointly and equally :—

Objects.

To enable the Cheshire Lines Committee, authorised to be appointed under “The Cheshire Lines Transfer Act, 1865,” to exercise the powers vested in the Manchester, Sheffield, and Lincolnshire Railway Company by their “Extension to Liverpool Act, 1865 ;”

To authorize each of the Great Northern and the Midland Railway Companies to raise further sums of 250,000 *l.* by shares ordinary or preferential, and 83,333 *l.* by loan.

Section 2. It is usual and, it seems, desirable, to incorporate, besides the sections of “The Companies Clauses Consolidation Act, 1845,” here mentioned, the sections of that Act with respect, to the general meetings of the Company, and the exercise of the right of voting by the shareholders—The making of dividends, the giving of notices, and the provision to be made for affording access to the special Act to all parties interested.

Observations.

Section 10. It seems proper to except from the powers of the Manchester, Sheffield, and Lincolnshire Railway Company, vested by this clause in the Committee, the powers of raising money by creating share capital and borrowing on mortgage for the purposes of the undertaking.

It may also deserve consideration, as the Great Northern and the Midland Railway Companies are to raise two-thirds of the share and loan capital required for the works authorized by “The Manchester, Sheffield, and Lincolnshire Railway (Extension to Liverpool) Act, 1865,” whether a proportionate reduction should not be made in the share and loan capital of the Manchester, Sheffield, and Lincolnshire Railway Company authorized by that Act.

Sections 23 and 33. The Bill does not propose to enable the mortgagees under these clauses to obtain the appointment of a receiver.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Manchester, Sheffield, and Lincolnshire
Railway (Liverpool Extension) Bill.*]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Manchester, Sheffield, and Lincolnshire Railway (New Lines) Bill.

IT is proposed by this Bill to empower the Mancheste, Sheffield, and Lincolnshire, the Great Northern, and the Midland Railway Companies (who by another Bill of this Session propose to become jointly interested in the Undertaking authorised by “The Manchester, Sheffield, and Lincolnshire Railway (Extension to Liverpool) Act, 1865 ”—

Objects.

To raise each of them further sums amounting in the whole to 120,000 *l.* by new ordinary or preference shares and 40,000 *l.* by loan :

To make the following Railways in connection with or as deviations of Railways authorised by “The Manchester, Sheffield, and Lincolnshire Railway (Extension to Liverpool Act, 1865,” viz. :

(No. 1.) A Railway 4 miles 24 chains in length from the Cheshire Midland Railway at Ashley, to a point in the Railway No. 2 authorised in 1865, at Carrington, both in the parish of Bowdon, in Cheshire :

(No. 2.) A loop line 2 miles 47 chains in length, passing through the northern part of the town of Warrington, between two points in the Railway, No. 1, authorised in 1865 :

(No. 3.) A junction line 46 chains length, to connect the Railway No. 1 authorised in 1865 with the Garston and Edghill line of the London and North Western Railway at the Allerton Station :

(No. 4.) A deviation 2 miles 14 chains in length in the line of the Railway, No. 1, authorised in 1865, to form a junction with the Manchester South Junction and Altrincham Railway, at the Cornbrook-road, instead of at the Old Trafford Station, near Manchester :

To divert a portion of the Duke of Bridgewater’s Canal between Throstle Nest and Ashton Bridges :

To provide for the construction and management of the proposed Railways by the “Cheshire Lines” Committee of the three Companies.

Section 2. The practice of Parliament seems to require that for the words “not inconsistent with” in the second line of this clause, there should be substituted “expressly varied by.”

Observations.

It is usual, and it seems desirable, to incorporate, besides the clauses of the "Companies Clauses Consolidation Act, 1845," here referred to, the clauses of that Act with respect to the General Meetings of the Company, and the exercise of the right of voting by the shareholders, the making of dividends, and the giving of notices.

The "Railways Clauses Consolidation Act, 1845," is omitted to be incorporated with the Bill.

Section 5. The lengths of the intended lines of Railway above stated are taken from the deposited plans. They are not stated in the Bill, as the practice of Parliament now seems to require.

Sections 11, 18, and 28. The exercise of the borrowing powers here given to the three Companies is not, as is usual, made dependent on the previous subscription and part payment of the share capital

The Bill does not contain provisions enabling mortgagees to obtain the appointment of a receiver; or provisions preserving the priority of existing mortgages granted by the respective Companies.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Manchester, Sheffield, and Lincolnshire
Railway (New Lines) Bill.*]

FURTHER REPORT of the Board of Trade
on the RAILWAY and CANAL BILLS, and
BILLS relating to HARBOURS, DOCKS, and
TIDAL WATERS, of Session 1866.

(*Mr. Milner Gibson,*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

15—LXXXVIII.

Under 1 oz.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Merrybent and Darlington Railway Bill.

IT is proposed by this Bill to incorporate “The Merrybent and Darlington Railway Company” with a capital of 60,000 *l.* in 10 *l.* shares, and 20,000 *l.* by loan; and to empower them—

To make a Railway (No. 1) 6 miles 20 chains in length, from Merrybent, near Melsonby, to the Darlington and Barnard Castle Branch of the North Eastern Railway, near Darlington, and a Branch (No. 2), 32 chains in length, from (No. 1) at Barton ;

To enter into agreements with the North Eastern Railway Company for the construction of joint or separate stations at the junction with their line, and with respect to the working and traffic of the new Railways ;

To run over the portion of the Darlington and Barnard Castle Branch of the North Eastern Railway between the intended junction and the Darlington station, and to use that station ;

To have traffic facilities by through booking and otherwise from the North Eastern Railway Company.

Section 5. It would be more accurate and, it seems, desirable to add after “Subject to the provisions of this Act,” the words “and of the Acts or parts of Acts incorporated herewith.” Observations.

Section 34. With respect to *six* miles being the “short distance,” when traffic passes partly over the new line and partly over another line, it is to be observed that the “short distance” proposed by the Bill for “The Merrybent and Darlington Railway Company” is *four* miles.

Section 35. See the observations on “Running Powers” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 25.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Merrybent and Darlington Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

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RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Mid-Hants Railway Bill.

It is proposed by this Bill to authorise the Mid-Hants Railway Company — **Objects.**

To abandon the construction of nearly the whole of their line from Ropley to Meonstoke, authorised in 1864, and in lieu thereof to make a Railway (called in the Bill a Deviation) 8 miles, 13 chains in length, from a junction with the Company's existing Line at Alresford to a point in the parish of Exton in the Line to Meonstoke authorised in 1864;

To raise further sums of 100,000 *l.* by new ordinary or preferential Shares, and 33,300 *l.* by loan :

To divide the Mid-Hants shares into preferred (6 per cent.) and deferred half shares.

Section 5. It would be more accurate and it seems desirable to add, after **Observations.**
“ Subject to the provisions of this Act,” the words “ and of the Acts and parts of Acts incorporated herewith.”

Sections 32 and 33. See the Observations on “ Dimensions of Bridges,” in the General Report of the Board of Trade on the Railway, &c., Bills of this Session, page 26.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS

[*Mid-Hants Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and
BILLS relating to HARBOURS, DOCKS, and
TIDAL WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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Midland Railway (Ashby and Nuneaton, &c.) Bill.

It is proposed by this Bill to enable the Midland Railway Company—

Objects.

To make Railways (Nos. 1, 2, and 3) of an aggregate length of 19 miles, from the Company's Leicester and Swannington Branch, near Ashby-de-la-Zouch, passing near Market Bosworth to the South Leicestershire Line of the London and North Western Railway Company, near Hinckley;

And a Railway (No. 4), 6 miles in length, to connect the Company's Leicester and Swannington Branch, near the Coalville Station at Ibstock, with the proposed Railway (No. 1), at Shackerstone:

To raise further sums of 330,000 *l.* by shares, and 110,000 *l.* by loan.

Sections 8 and 9. It would be more accurate, and it seems desirable, to add, after “Subject to the provisions of this Act,” the words, “and of the Acts and parts of Acts incorporated herewith.” Observations.

Section 16. The Bill does not propose to enable the mortgagees under this section to obtain the appointment of a receiver.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Midland Railway (Ashby and Nuneaton, &c.)
Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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Midland Railway (Settle to Carlisle) Bill.

It is proposed by this Bill to enable the Midland Railway Company—

Objects.

To make the following Railways, viz.:—No. 1 (28 miles 10 chains in length), from the North Western Railway at Settle to the authorised Hawes and Melmerby Railway at Hawes;

No. 2 (20 miles 54 chains in length), from the proposed Railway No. 1 at Garsdale to the Eden Valley Line of the North Eastern Railway Company at Appleby;

Nos. 3 and 4 (of an aggregate length of 30 miles 72 chains), from the proposed Railway No. 2 at Appleby to the Main Lines of Railway at the east end of the Citadel Station at Carlisle;

To raise further sums of 1,650,000 *l.* by new ordinary or preferential shares, and 550,000 *l.* by loan;

To run over the Hawes and Melmerby Railway, and to use the stations, &c. on that line;

To use the Citadel Station at Carlisle, and for that purpose to enter into arrangements with the Railway Companies to which it belongs.

Sections 5, 9, 10. It would be more accurate, and it seems desirable, to add, after “subject to the provisions of this Act,” the words “and of the Acts and parts of Acts incorporated herewith.”

Section 17. The Bill does not propose to enable the mortgagees under this section to obtain the appointment of a Receiver.

Section 22. The usual time allowed for the completion of a line is *five* years, not *seven* years as here proposed.

Section 25. See the observations on “Dimensions of Bridges,” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 26.

Sections 28 and 29. See the observations on “Running Powers” in the ve-mentioned Report, page 25.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Midland Railway (Settle to Carlisle) Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Mold and Denbigh Junction Railway (Branches, &c.) Bill.

It is proposed by this Bill to enable the Mold and Denbigh Junction Railway Company—

To make five Railways, of an aggregate length of 9 miles 7 chains, from the Company's authorised lines, to join the Wrexham, Mold and Connah's Quay Railway, to points in the parishes of Hawarden and Llanveras, and to join the Denbigh, Ruthin and Corwen Railway, at Denbigh; and a deviation 3 miles 31 chains in length, in lieu of Railway No. 1, authorised by the Company's Extensions Act of 1865, which is proposed to be abandoned :

To alter the curves on some portions of the Company's lines authorised in 1861 and 1865 :

To stop up two roads in the parish of Nannerch, in connection with the Railway authorised by the Company's Act of 1861 :

To raise further sums of 150,000 *l.* by new ordinary shares, and 50,000 *l.* by loan :

To convert the preference shares, issued under the Mold and Denbigh Junction Railway (Capital and Deviation, &c.) Act, 1865," into ordinary stock :

To run over all the lines, present and future, of the Wrexham, Mold and Connah's Quay, the Chester and West Cheshire Junction, and the Hoylake Railway Companies, and to use the stations thereon; these three Companies being also empowered by the Bill to run over all the Railways of the Mold and Denbigh Junction Railway Company;

To enter into working and traffic arrangements with those three Companies; and to have traffic facilities upon their Railways by through carriages and otherwise.

Section 2. It is usual, and it seems desirable, besides the clauses of "The Companies Clauses Consolidation Act, 1845," here referred to, to incorporate the clauses with respect to, the general meetings of the Company, and the exercise of the right of voting by the shareholders, and the giving of notices. Observations.

Section 9. The Bill does not propose to enable the mortgagees under this clause to obtain the appointment of a receiver.

Section 16. This clause, by allowing five years for the completion of the "Railway," which includes (Section 3) "the deviations and alterations" proposed in the Bill, may practically postpone the completion of the lines authorised in 1861, and by the Company's Capital and Deviation, &c. Act, 1865, from the 6th of August 1866, and of the lines authorised by the Company's Extensions Act, 1865, from the 5th of July 1868 to 1871. If this is sanctioned, it would seem desirable to provide for the effect which the new limitation of time is to have

on the security for completion of the original line under Section 43 of "The Mold and Denbigh Junction Railway Act, 1861," and of the extensions under Section 18 of "The Mold and Denbigh Junction Railway (Extensions) Act, 1865."

Section 19. See the observations on "Dimensions of Bridges," in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 26.

Section 24. See the observations on "Running Powers," in the above-mentioned General Report, page 25.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Mold and Denbigh Junction Railway*
(*Branches, &c.*) Bill.]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL Bills, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Morayshire Railway Bill.

It is proposed by this Bill to enable the Morayshire Railway Company :— Objects.

To cancel, with the consent of the holders, “ certain ” of the preferential, shares (amounting to 2,620 *l.*) issued or created under their Act of 1860, and also “ certain ” of the preferential shares (amounting to 10,000 *l.*) issued or created under their Act of 1861 ;

To issue new shares to the amount of 12,620 *l.* in lieu of the cancelled shares ;

To attach to such new shares, and also to new shares to the amount of 24,500 *l.*, which the company may issue under their Act of 1863, priority over all other preferential shares created or issued by the Company ;

To issue five per cent. Debenture Stock.

As it appears to be an object of this Bill to authorise the postponement of some existing preferential shares to new shares, to be issued under the authority of this Bill, the case seems to be one in which it would be desirable that the present state of the Company's authorised capital, issued and unissued, should be defined in the Bill ; and in which it may be matter for inquiry whether the holders of the existing preferential shares so to be postponed are assenting to the alteration of the terms of their preference. Observations.

Section 10. With respect to the proposed general power to issue *five* per cent. Debenture Stock, it may be observed that by the Morayshire Railway Act, 1860, c. 116, s. 22, the maximum rate of interest which the Company may attach to their Debenture Stock is 4 *l.* 5 *s.* per centum.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Morayshire Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

RAILWAY AND CANAL, &c. BILLS

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

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Neath and Brecon Railway (Capital) Bill.

It is proposed by this Bill to enable the Neath and Brecon Railway Objects.
Company—

To raise additional sums of 100,000 *l.* by new ordinary or preference shares, and 33,600 *l.* by loan :

And to attach a preferential dividend to any portion, not exceeding one-half, of the shares which by their existing Acts they may issue in lieu of cancelled shares.

Section 2. It is usual, and it seems desirable, to incorporate, besides the Observations.
clauses here referred to, the clause in “The Companies Clauses Consolidation Act, 1845,” for affording access to the special Act.

Sections 4, 5 and 14. With reference to the proposed powers to the Company to create preferential capital “for the purposes of their undertaking,” and to apply the money so raised to purposes of any of their Acts, which would include new works authorised by some of the recited Acts, it is to be observed that the Company have not yet opened their original Line.

Section 9. It is to be observed, that the proposed new loan capital (33,600 *l.*) exceeds one-third of the proposed new share capital.

It may deserve consideration whether there should not be added, after this section, a clause enabling the mortgagees to obtain the appointment of a receiver.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Neath and Brecon Railway (Capital) Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

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Newport Pagnell Railway Bill.

It is proposed by this Bill to enable the Newport Pagnell Railway Company—

To make the following Railways, viz. :

Nos. 1 and 2, of the aggregate length of 10 miles 2 chains, from the Company's authorised line at Olney to the Northampton and Peterborough Line of the London and North Western Railway Company, near the Wellingborough Station ;

Nos. 3 and 4, of the aggregate length of 68 chains, at Olney, to connect by two junctions the proposed Railway No. 1 with the authorised line of the Bedford and Northampton Railway Company ;

No. 5 (2 miles 2 chains), from the proposed Railway No. 2, to join the Leicester and Hitchin Line of the Midland Railway Company, near their Wellingborough Station :

To raise further sums of 225,000 *l.* by shares, and 75,000 *l.* by loan .

To run over the portions of the Northampton and Peterborough and the Leicester and Hitchin Lines above mentioned, between the intended junctions therewith and their respective stations at Wellingborough, and to use those stations :

To have traffic facilities, by through booking and otherwise, from the Companies owning or working the Northampton and Peterborough and the Leicester and Hitchin Lines :

To enter into arrangements with the London and North Western and the Midland Railway Companies, or either of them, with respect to the working and traffic of the Company's Undertaking :

To contract with the Bedford and Northampton Railway Company for the construction and maintenance of a joint station at Olney.

Section 2. It is usual, and it seems desirable, besides the clauses of “The Companies Clauses Consolidation Act, 1845,” here referred to, to incorporate the clauses which relate to, the general meetings of the Company and the exercise of the right of voting by the shareholders, the making of dividends, and the giving of notices. Observations.

Section 4. It would be more accurate, and it seems desirable, to add after “subject to the provisions of this Act,” the words “and of the Acts and parts of Acts incorporated herewith.”

Section 6. With reference to the proposed power to issue preferential shares for the purposes of new works, it may be observed that the Company have not opened their original line.

Section 9. The Bill does not propose to enable the mortgagees under this section to obtain the appointment of a Receiver.

Section 16. Reference may be made to the Observations on "Dimensions of Bridges" in the General Report of the Board of Trade on the Railway, &c., Bills of this Session, page 26.

Section 19. *See* the Observations on "Running Powers" in the above-mentioned General Report, page 25.

Board of Trade,
February 1866

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Newport Pagnell Railway Bill.*]

FURTHER REPORT of the Board of Trade
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons.
dated 9 February 1866;

“THAT the BOARD OF TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Northampton and Banbury Junction Railway Bill.

It is proposed by this Bill to change the name of the Northampton and Banbury Junction Railway Company to the “Midland Counties and South Wales Railway Company,” and to enable them— Objects.

To make the following Railways, viz.:—

No. 1 (13 miles 76 chains), from the authorised extension of the Northampton and Banbury Junction Railway, in the parish of Blockley, to the Ashchurch and Evesham line of the Midland Railway at Beckford, in Worcestershire;

No. 2 (65 chains), at Ashchurch, to form a connection between the Ashchurch and Evesham, and the Ashchurch and Tewkesbury lines of the Midland Railway;

No. 3 (20 miles 25 chains), from the Ashchurch and Tewkesbury line, near Ashchurch, to the authorised line of the Ross and Monmouth Railway at Ross;

No. 4 (30 chains), to connect No. 3 with the authorised extension to Gloucester of the Worcester Dean Forest and Monmouth Railway at Newent;

No. 5 (25 chains), to connect No. 3 with the Hereford Ross and Gloucester Railway, near Ross.

To purchase the Lower Lode Ferry, across the River Severn, and to make a toll road bridge at the site thereof.

To raise further sums of 550,000 *l.* by new, ordinary, and preferential shares, and 183,000 *l.* by loan.

To run over the Ashchurch and Evesham, and the Ashchurch and Tewkesbury lines of the Midland Railway; and over the Tewkesbury and Malvern, the Worcester Dean Forest and Monmouth, and the Ross and Monmouth Railways.

To have traffic facilities, by through booking and otherwise, with the Companies owning or working those Railways.

And to enter into arrangements with the London and North Western, the Great Western, the Midland, the Worcester Dean Forest and Monmouth, and the Ross and Monmouth Railway Companies, or any of them, with respect to the working and traffic of the intended Railways.

Section 2. It is usual, and it seems desirable, to incorporate, besides the clauses of “The Companies Clauses Consolidation Act, 1845,” here mentioned, the clauses of that Act with respect to, the General Meetings of the Company and the exercise of the right of voting by the shareholders, the making of dividends, and the giving of notices. Observations.

Sections 9 and 23. With respect to the proposed power to create preferential capital for new works, and to the penalty in default of completion of the new works within the prescribed period, it is to be observed that this Company have not opened their original line.

Section 13. The Bill does not propose to enable the mortgagees under this clause to obtain the appointment of a receiver.

Sections 20 and 22. With reference to the proposed departure generally throughout the new Railways from the requirements of "The Railways Clauses Consolidation Act, 1845," sections 49 and 50 (viz. a width of 35 feet for a turn-pike road, and 25 feet for a public road), for which no special reason is stated in this Bill, reference may be made to the Observations on "Dimensions of Bridges," in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 26.

Section 23. See above, under Section 2.

Section 25. See the Observations on "Running Powers," in the above mentioned General Report, page 25.

Interference with Tidal Waters.

Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz. :—

Railway No. 3 crosses the River Severn, near the Lower Lode Ferry, on four arches, each of 80 feet span and 26 feet headway.

A roadway bridge across the River Severn, in connection with the proposed Railway Bridge, and also having four arches, each of 80 feet span and 26 feet headway.

Such interference renders necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of Sections 13 to 19, both inclusive ("Protection to Navigation"), of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate both of these enactments.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Northampton and Banbury Junction Railway
Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

15—XCVII.

Under 1 oz.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

North Eastern Railway (Durham New Lines, &c.) Bill.

It is proposed by this Bill to enable the North Eastern Railway Company— **Objects.**

To make the following Railways, viz. (1), 29 chains, to connect their West Hartlepool Line and the Stockton Branch of that Line, at Norton ; (2), 68 chains, and (3), 57 chains, to connect the Company's West Hartlepool Line with its Byers Green Branch at Ferryhill, and with the Company's Hartlepool Branch at Thrislington ; and (4) and (5), of an aggregate length of 1 mile 56 chains, to connect the Company's West Hartlepool Line at West Hartlepool, west of the Docks, with the Company's Hartlepool to Ferryhill Railway, (by a double junction) near and at the west of Hartlepool :

To make a timber pond on the south side of the Slake at Hartlepool :

To make a new Road in substitution for an old road adjoining the south side of the Slake :

To alter and divert the Bishopton-lane and the Catterick Bridge and Durham Turnpike-road at Stockton-upon-Tees, and Park-lane at Gateshead :

To acquire certain lands at East Thicky, in the parish of St. Andrew Auckland, adjoining the Company's Stockton and Darlington Line :

To raise further sums of 1,133,000 *l.* by new ordinary or preference shares, and 377,000 *l.* by loan.

Section 3. It is usual, and it seems desirable, to incorporate, besides the clauses of “ The Companies Clauses Consolidation Act, 1845,” here referred to, the clauses of that Act with respect to the General Meetings of the Company, and the exercise of the right of voting by the shareholders, and the making of dividends. **Observations.**

Sections 5, 6, 7, 11 and 17. It would be more accurate, and it seems desirable, after “ Subject to the provisions of this Act,” to add the words “ and of the Acts and parts of Acts incorporated herewith.”

Section 18. The Bill does not propose to enable the mortgagees under this clause to obtain the appointment of a receiver.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*North Eastern Railway (Durham New Lines,
&c.) Bill.*]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL BILLS, and Bills
relating to HARBOURS, DOCKS and TIDAL
WATERS, of Session 1866

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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North Eastern Railway (Gilling, Helmsley, and Pickering Branch) Bill.

It is proposed by this Bill to enable the North Eastern Railway Company— Objects.

To make a Railway (16 miles 58 chains) from their Thirsk and Malton Branch at Canton, by Helmsley and Kirkby Moorside, to their Whitby and Pickering Branch at Pickering :

And to raise further sums of 280,000 *l.* by new ordinary or preferential shares, and 93,000 *l.* by loan.

Section 2. It is usual, and it seems desirable, besides the clauses of “The Companies Clauses Consolidation Act, 1845,” here referred to, to incorporate the clauses with respect to the general meetings of the Company, and the right of voting by the shareholders, and the making of dividends. Observations.

Sections 5 and 11. It would be more accurate, and it seems desirable, to add after “subject to the provisions of this Act,” the words “and of the Acts and parts of Acts incorporated herewith.”

Section 12. The Bill does not propose to enable the mortgagees under this clause to obtain the appointment of a receiver.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*North Eastern Railway (Gilling, Helmsley,
and Pickering Branch) Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Miner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

North Eastern Railway (Leeds and Wetherby Branch) Bill.

It is proposed by this Bill to enable the North British Railway Company— Objects.

To make a Railway (10 miles 51 chains) from their Leeds and Selby Line at Cross Gates, in the Township of Austhorpe, to their Church Fenton and Harrogate Line at Wetherby :

And to raise further sums of 210,000 *l.* by new ordinary or preferential shares, and 70,000 *l.* by loan.

Section 2. It is usual, and it seems desirable, besides the clauses of “ The Companies Clauses Consolidation Act, 1845,” here referred to, to incorporate the clauses with respect to the general meetings of the Company, and the exercise of the right of voting by the shareholders, and the making of dividends. Observations.

Sections 5 and 11. It would be more accurate, and it seems desirable, to add after “ subject to the provisions of this Act,” the words “ and of the Acts and parts of Acts incorporated herewith.”

Section 12. The Bill does not propose to enable the mortgagees under this clause to obtain the appointment of a receiver.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*North Eastern Railway (Leeds and Wetherby
Branch) Bill.*]

FURTHER REPORT of the BOARD OF TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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North Eastern Railway (Yorkshire New Lines and Works) Bill.

It is proposed by this Bill to enable the North Eastern Railway Company— **Objects.**
To make the following Railways, viz. :

No. 1 (7 miles 20 chains), from the Company's York and Knaresborough Branch at Knaresborough, to the Company's Boroughbridge Branch near Boroughbridge ; No. 2 (1 mile 51 chains), and No. 3 (2 miles 54 chains) to connect the Company's Thirsk and Malton Branch with their Boroughbridge Branch, and their York and Scarborough Railway ; No. 4 (59 chains), to connect the Company's Middlesborough and Guisborough Branch with their Cleveland Line ; No. 5 (44 chains), to connect the Company's Ayton Branch with their North Yorkshire and Cleveland Line ; No. 6 (1 mile 22 chains), and No. 7 (10 chains), at York in connection with the Company's main line and their York and Scarborough Railway :

To construct a station on the Company's York and Scarborough Railway in the City of York ; and two roads in connection therewith :

To divert the Bawtry and Selby Turnpike Road at Selby ;

To stop up and appropriate portions of Bath Place and Manor House-street at Hull :

To acquire additional lands in connection with the Company's Middlesborough and Guisborough Branch, in the parish of Ormesby, and in connection with the Hull and Selby Railway, including the Borough Gaol, at Hull :

To raise further sums of 1,426,000 *l.* by new ordinary or preferential shares, and 475,000 *l.* by loan.

Section 3. It is usual, and it seems desirable, besides the clauses of “ The Companies Clauses Consolidation Act, 1845,” here referred to, to incorporate the clauses with respect to the general meetings of the Company, and the exercise of the right of voting by the shareholders and the making of dividends. **Observations.**

Sections 5, 6, and 7. It would be more accurate, and it seems desirable, to add, after “ subject to the provisions of this Act,” the words “ and of the Acts and parts of Acts incorporated herewith.”

Section 8. With respect to the proposed powers of interference with Bath Place and Manor House-street, in Hull, my Lords have to observe that at present the Railway of the North Eastern Railway Company is carried on the level with three lines of rails across the short public highway which connects the south end of Manor House-street and the east end of Bath Place with Wellington-street. This level crossing appears to have been made under the authority of the Act “ for making

making a Railway from Kingston-upon-Hull to Selby," 6 & 7 William 4, c. 80, which was passed before it had become the practice to subject Railway level-crossings of public carriage roads to the restrictions which are now usually adopted by Parliament.

By Section 8 it is proposed that the Company shall be enabled to divert Bath Place, as shown on the deposited plan and section of *that street*, and take the lands, &c. necessary for *that purpose*, and to "stop up and discontinue as a public thoroughfare, and appropriate to the purposes of the Company, the site of so much of Bath Place and Manor House-street as will be thereby *rendered unnecessary*."

The terms of this clause appear to leave it uncertain whether the Company will be enabled to stop up the public thoroughfare for carriages at the point where it is now crossed on the level by the Railway, or whether that level-crossing is to be continued, with power to the Company to use the highway for additional lines of rails.

Greater distinctness on this point appears to be desirable.

It has been represented to the Board of Trade, on the part of the Local Board of Health of Kingston-upon-Hull, that a thoroughfare from Bath Place and Manor House-street to Wellington-street is of great importance, in connection with improvements which have been made and are in contemplation; and that "to allow the road to be stopped up, or to have a larger level-crossing, will be unjust to the Board and highly dangerous to the public."

It will be for the Local Board to bring before the Select Committee on the Bill their views as to the stopping up of the thoroughfare in question, and as to the necessity for the erection of a bridge or bridges to carry the streets in question over the Railway before additional lines of rails are laid at that point.

With respect to the new power, to cross the street with additional lines of rails, which might be conferred on the Railway Company by Section 8 in its present form, a report by an officer of this department will be laid before the Select Committee in the usual course, pursuant to the Standing Order.

If the Committee should be of opinion that the Company may lay additional rails across the public highway on the level, my Lords would suggest that the the greatest number of lines which may be so made should be specified, and that the level-crossing (by the existing as well as by the new lines) should be subjected to the provisions of Sections 5-8 of "The Railways Clauses Act, 1863," with respect to shunting, &c., watching, regulation, future substitution of a bridge, &c.

Section 16. The Bill does not propose to enable the mortgagees under the new power to obtain the appointment of a Receiver.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*North Eastern Railway (Yorkshire New Lines
and Works) Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

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RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Ogmore Valley Railway (No. 1) Bill.

It is proposed by this Bill to enable the Ogmore Valley Railways Company— Objects.

To make the following Railways, viz. :

No. 1 (9 miles 20 chains) and No. 2 (25 chains), from junctions with the Railways Nos. 1 and 2, authorised by this Company's Act of 1863, in the parish of Llangeinor, to a junction with the Llantrissant Common Branch of the Llantrissant and Taff Vale Junction Railway at Llantrissant Common ;

No. 3 (1 mile 50 chains), from the intended Railway, No. 1, at Melin-evan-ŷ du to the west bank of the River Techyd ;

No. 4 (15 chains) and No. 5 (25 chains), to connect the intended Railway No. 1 with the Ely Valley Extension Railway and with the Ely Valley Railway ;

No. 6 (5 miles 60 chains) and No 7 (33 chains), from two junctions with the Railway No. 1, authorised in 1863, at Ynysowdre, and passing up the Garw Valley.

To raise additional sums of 190,000 *l.* by new ordinary or preference shares, and 63,000 *l.* by loan.

Section 5. After “subject to the provisions of this Act,” should be added, Observations.
“and of the Acts and parts of Acts incorporated herewith.”

Sections 7. With respect to the proposed power to create preferential capital for new objects, it is to be observed that the Company have not opened their line authorised by their Act of incorporation of 1863.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[Ogmore Valley Railway (No. 1) Bill.]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL WATERS
of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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Ogmore Valley Railway (No. 2) Bill.

It is proposed by this Bill to enable the Ogmore Valley Railways Company— Objects.

To make the following Railways between Llantrissant and Cardiff, viz.:

(No. 1), 7 miles 68 chains in length, from a point in the parish of Llantrissant, adjoining Llantrissant Common, to the Penarth Railway, in the parish of Llandaff ;

(No. 2), 3 miles 18 chains in length, from Railway (No. 1) at Radyr to the line authorised by “The Rhymney Railway (Cardiff and Caerphilly) Act, 1864,” in the parish of Roath, near Cardiff ;

(No. 3), wholly in the parish of Llandaff, 58 chains in length, to unite (No. 2), with the Taff Vale Railway ;

(No. 4), 1 mile in length, from (No. 1) in the parish of Penttyrch to the Mwyndy Branch of the Ely Valley Railway, in the parish of Llantrissant :

To raise further sums of 250,000 *l.* by new ordinary or preferential shares and 83,300 *l.* by loan :

To issue preferential shares in lieu of cancelled shares :

To divide any share in the Company's capital into preferred (5 per cent.) and deferred half shares :

To lay down and maintain narrow gauge rails upon the Mwyndy Branch of the Ely Valley Railway :

To run over the Mwyndy Branch of the Ely Valley Railway, and the portions of the Taff Vale, Penarth, and the Rhymney Railways south of the respective junctions with those Railways of the proposed lines, and to use the stations and quays belonging thereto :

To have traffic facilities, by through booking, and carriages, and otherwise, from the Ely Valley, the Taff Vale, and the Rhymney Railway Companies, and the Penarth Harbour Dock and Railway Company :

To enter into arrangements with those four Companies, or any of them, with respect to the working and traffic of the intended Railways.

Observations.

Section 2. It is usual, and it seems desirable, to incorporate, besides the clauses of "The Companies Clauses Consolidation Act, 1845," here referred to, the clauses of that Act with respect to, the general meetings of the Company and the exercise of the right of voting by the shareholders, the making of dividends, and the giving of notices.

Sections 4 and 9. It would be more accurate, and it seems desirable, to add after "subject to the provisions of this Act," the words "and of the Acts and parts of Acts incorporated herewith."

Sections 5 and 8. With respect to the proposal to create preferential capital for new purposes, it is to be observed that the Company have not yet opened their original line.

Section 8. This clause enables the Company to attach a preference to any shares which, under the powers of their Acts, they may issue in lieu of cancelled shares. It appears to be unusual to give to a Company, as here proposed, a general power of issuing with a preference shares in lieu of cancelled *ordinary* shares, without stating in the Bill the present state of the Company's capital, issued and unissued, paid up and not paid up, cancelled or liable to be cancelled, so as to shew the greatest amount of preference capital that can be created under such power.

Section 30. Reference may be made to the observations on "Dimensions of Bridges" in the General Report of the Board of Trade on the Railway &c. Bills of this Session, page 26.

Section 35. See the observations on "Running Powers" in the above mentioned General Report, page 25.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Ogmore Valley Railway (No. 2) Bill.*]

—
FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

—
Ordered, by The House of Commons, to be Printed,
9 February 1866.
—

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Presteign, Clun, and Bishop's Castle Railway Bill.

It is proposed by this Bill to incorporate “The Presteign, Clun, and Bishop's Castle Railway Company,” with a capital of 275,000*l.* in 10*l.* shares, and 92,000*l.* by loan; and to empower them—

To make the following Railways, viz.:

No. 1 (18 miles 15 chains), from the authorised Extension to Presteign of the Kington and Eardisley Railway at Presteign, to Clun;

Nos. 2 and 3 (together 1 mile 35 chains), from two points in Railway No. 1 to a point in the Central Wales Railway, or Knighton Railway, near Hopton Heath Station;

No. 4 (5 miles 60 chains), from Railway No. 2, near Hopton Heath Station, in a line parallel with the Central Wales Railway, or Knighton Railway, and with the Shrewsbury and Hereford Railway, to a junction near the Craven Arms Station, with the line to that Station (authorised in 1865) of the Bishop's Castle Railway Company.

To run over the Central Wales Railway, or Knighton Railway, and over the Shrewsbury and Hereford Railway, between the intended Railway No. 2 and the Craven Arms Station, and between the intended Railway No. 2 and the Bishop's Castle Railway; and to use the Craven Arms Station:

To enter into arrangements with the London and North Western, the Great Western, the Kington and Eardisley, the Bishop's Castle, and the Central Wales Railway Companies, or any of them, with respect to the working and traffic of the intended undertaking:

To have traffic facilities by through booking and carriages, and otherwise from those five Companies.

The Bill provides that Railway No. 4 shall not be made by the new Company, if the Central Wales Railway Company, within due time after notice from the new Company, lay an additional line of rails on the portion of the Knighton Railway, between its junctions with the Bishop's Castle and the Shrewsbury and Hereford Railways at Craven Arms, and its intended junction with Railway No. 2; and also give to the new Company perpetual powers of using such portion of the Knighton Railway.

Section 40. Reference may be made to the Observations on “Running Powers” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 25. Observations.

Section 44. With respect to the “short distance” of *six* miles, it is to be observed that the “short distance” of The Central Wales Company is *four* miles.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Presteyn, Clun, and Bishop's Castle Railway
Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

1. *Salisbury and Yeovil Railway Bill.*
 2. *Sandown and Newport (Isle of Wight) Railway Bill.*
-

1. *Salisbury and Yeovil Railway Bill.*

It is proposed by this Bill to enable the Salisbury and Yeovil Railway Company— Objects.

To make a Railway (67 chains) to connect their line with the Somerset and Dorset Railway, and to take additional lands at Templecombe :

To contract with the London and South Western and the Somerset and Dorset Railway Companies with respect to the construction, working and traffic of the intended Railway.

Sections 4 and 5. It is usual, and it seems desirable, to add after “subject to the provisions of this Act,” the words “and of the Acts and parts of Acts incorporated herewith.” Observations.

Section 9. With respect to the proposed term of *five* years for the completion of the new Railway, it is to be observed that it will be less than one mile in length.

Section 10. See observations on “Dimensions of Bridges” in the General Report of the Board of Trade on the Railway, &c., Bills of this Session, page 26.

Section 13. With respect to the proposed power to contract with other Companies for the “construction” of the intended Railway, it may be observed that it is the practice of Parliament to leave the construction of works to the Company who are authorised to take land, and apply their funds for that purpose.

2. *Sandown and Newport (Isle of Wight) Railway Bill.*

It is proposed by this Bill to incorporate “The Sandown and Newport (Isle of Wight) Railway Company,” with a capital of 70,000 *l.*, in 10*l.* shares, and 23,000 *l.* by loan ; and to empower them— Object.

To make a Railway, 6 miles 25 chains in length, from the Isle of Wight Railway, near the Sandown Station, to the Railway, No. 2, authorised by the Isle of Wight Extension Act, 1863, at a point about $2\frac{1}{4}$ miles south of Newport :

And to enter into arrangements with the Isle of Wight Railway Company with respect to the working and traffic of the new Railway.

ervations.

Section 5. It would be more accurate, and it seems desirable, after "subject to the provisions of this Act," to add, "and of the Acts and parts of Acts incorporated herewith."

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[1. *Salisbury and Yeovil Railway Bill.*]

[2. *Sandown and Newport (Isle of Wight) Railway Bill.*]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

15—CV.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

That the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Severn Junction Railway Bill.

It is proposed by this Bill to authorise the Severn Junction Railway Company, incorporated in 1865.

To make two Branch Railways, viz:—

Objects

"The South Wales Junction" (64 chains) to connect their authorised Railway in the parish of Newnham, with the South Wales Line of the Great Western Railway, in the parish of Awre;

"The Forest of Dean Central Railway Junction" (75 chains) wholly in the Forest of Dean, to connect their authorised Railway with the Forest of Dean Central Railway:

To lay down and maintain rails for the narrow gauge upon the portion of the South Wales Line of the Great Western Railway between the intended Junction therewith at Awre, and the Junction therewith of the first mentioned Branch Railway of the Forest of Dean Central Railway, and upon the Forest of Dean Central Railway and its several Branches:

And to run over the above mentioned portion of the South Wales Railway, and over the Forest of Dean Central Railway and its several Branches, and to use the stations thereon.

Section 4. It would be more accurate, and it seems desirable, to add after "subject to the provisions of this Act," the words "and of the Acts and parts of Acts incorporated herewith." Observations.

Section 8. It seems to be a matter of enquiry whether the Company have already issued any Preferred Half Shares, the terms of which would be altered by the proviso in this clause.

Section 13. See the observations on "Running Powers" in the General Report of the Board Trade on the Railway, &c. Bills of this Session, page 25.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[Severn Junction Railway Bill.]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL Bills, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Shrewsbury and Potteries Junction Railway Bill.

It is proposed by this Bill—

Objects.

To enable the Shrewsbury and Potteries Junction Railway Company (incorporated in 1865)—

To make two deviations, length 2 miles 40 chains, in portions of their authorised Lines near Shrewsbury; and to alter the levels, for a length of 2 miles 74 chains, of other portions of those Lines :

To divert certain roads at Shrewsbury :

To make the following Branch or Junction Railways, viz. :—

Nos. 1, 2, 3, and 4, of an aggregate length of 2 miles 18 chains, at Shrewsbury, to connect their authorised Line with the Shrewsbury and Chester Railway, with the Shropshire Union Railway and Canal Company's Goods' Yard, and with the proposed Deviation Lines :

No. 5 (22 chains), to connect their authorised Line with the Wellington and Drayton Junction Railway, at Hodnet :

No. 6 (62 chains), to connect their authorised Line with the Shrewsbury and North Wales Railway, at Meol Brace :

To take additional lands at Shrewsbury :

To raise further sums of 150,000 *l.* by New Ordinary Shares, and 50,000 *l.* by loan :

To repeal Sections 26 and 27 of the Company's Act of 1865, prohibiting them from taking lands belonging to the Shrewsbury and Crewe and the Shrewsbury and Welchpool Railway Companies, without the consent of the London and North Western and the Great Western Railway Companies, or lands belonging to the Wellington and Drayton or the Great Western Railway Companies, without the consent of those Companies :

To give running powers—

(1.) To the Shrewsbury and Potteries Junction Railway Company over the Drayton Junction Railway, and a portion of the Shrewsbury and Welchpool Railway near Shrewsbury, including the use of the Stations on the former Line :

(2.) To the Drayton Junction Railway Company over all the Lines of the Shrewsbury and Potteries Junction Railway Company (including the use of Stations, &c.) :

To authorise the making of arrangements by the Shrewsbury and Potteries Junction and the Wellington and Drayton Railway Companies with respect to the joint ownership of the whole or any part of the Railways of the latter Company;

And to authorise, in the event of such joint ownership being agreed upon, the abandonment, by the Shrewsbury and Potteries Junction Railway Company, of the portion of their authorised Line between Hodnet and Market Drayton.

Section 2. It is usual, and it seems desirable, besides the clauses of "The Companies Clauses Consolidation Act, 1845," here mentioned, to incorporate the clauses with respect to, the general meetings of the Company and the exercise of the right of voting by the shareholders, the making of dividends, and the giving of notices.

servations.

Sections 4 and 10. It would be more accurate, and it seems desirable, to add after "subject to the provisions of this Act," the words "and of the Acts and parts of Acts incorporated herewith."

Section 16. The Bill does not propose to enable the mortgagees under this section to obtain the appointment of a receiver.

Section 23. Reference may be made to the Observations on "Dimensions of Bridges" in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 26.

Section 25. With reference to the proposed daily penalty, it is to be observed that the Company have not yet opened their original line.

Sections 31, 32. See the Observations on "Running Powers" in the above mentioned General Report, page 25.

Section 41. It is to be observed that the Bill does not, as is usual in such cases, provide that agreements with respect to the admission of the Company to joint ownership of the Wellington and Drayton Railway shall not be valid unless assented to by specific majorities of the votes of shareholders at special meetings of the respective Companies.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Shrewsbury and Potteries Junction Railway
Bill.*]

FURTHER REPORT of the Board of Trade
on the RAILWAY and CANAL Bills, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

15—CVII.

Under 1 oz.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Sligo and Ballaghaderreen Junction Railway Bill.

It is proposed by this Bill—

To renew the powers of the Sligo and Ballaghaderreen Junction Railway Company under their Act of 1863 for the compulsory purchase of lands (which expired on the 13th of July 1865) until 1868, and to extend the time for the completion of the Railway from 1868 until 1869 : Objects.

To authorise the Company—

To raise further sums of 10,000 *l.* by 10 *l.* shares (ordinary or preferential), and 3,330 *l.* by loan :

To divide any share in the Company's capital into preferred (six per cent.) and deferred half shares :

To issue a *five* per cent. debenture stock :

To pay the costs of any applications to enable Viscount Dillon to charge his estates in Mayo and Roscommon with a subscription to the Company's undertaking.

Section 2. It is usual, and it seems desirable, to incorporate, besides the clauses of “The Companies Clauses Consolidation Act, 1845 ” here mentioned, the clauses of that Act with respect to the general meetings of the Company and the exercise of the right of voting by the shareholders, the making of dividends, and the giving of notices. Observations.

Section 11. It would be more accurate, and it seems desirable, to add after “subject to the provisions of this Act,” the words “and of the Acts and parts of Acts incorporated herewith.”

Section 24. This clause states that it will be for the benefit of the Company that Viscount Dillon should be enabled to charge and encumber his estates in the counties of Mayo and Roscommon for the purpose of subscribing to the Company's undertaking, and it authorises the Company out of any funds which they may raise to pay all expenses of obtaining power for Viscount Dillon to charge his estates for that object.

If sanction be given to the application of part of the Company's funds to the purpose of procuring a subscription from an individual landowner (the special grounds for which novel provision appear to require examination), it may deserve consideration whether the payment out of the Company's funds should not be made contingent on a minimum sum, to be specified in the Bill, being actually subscribed for on the part of Viscount Dillon in the Company's share capital.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

*[Sligo and Ballaghaderreen Junction Railway
Bill.]*

—
FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

—
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9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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South Staffordshire Railway Bill.

It is proposed by this Bill to enable the South Staffordshire Railway Company to cancel the unissued shares in their authorised capital amounting to 455,116 *l.*; and to create new ordinary or preference shares in lieu thereof; and to enable the London and North Western Railway Company to guarantee the payment of interest or dividend not exceeding 5 per cent upon the whole of the capital of the South Staffordshire Railway Company. Objects.

Section 2. It is usual, and it seems desirable, to incorporate, besides the clauses of “The Companies Clauses Consolidation Act, 1845,” here referred to, the clauses of that Act with respect, to the General Meetings of the Company and the exercise of the right of voting by the shareholders, the making of dividends, the giving of notices, and the provision to be made for affording access to the special Act to all parties interested. Observations.

Section 4. With respect to the mention of “surrendered” shares in the last line but one of this clause, it is to be observed that the Bill appears to be intended to give power to create new shares in lieu of *unissued* shares only in the Company’s authorized capital.

Section 8. In respect of this new power to guarantee, it would be in accordance with the practice of Parliament to preserve the priority of existing guarantees and preferences granted by the London and North Western Railway Company.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[South Staffordshire Railway Bill.]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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Spalding and Bourn Railway Bill.

It is proposed by this Bill to authorise the Spalding and Bourn Railway Company—

To make the following Railways, viz. :—

No. 1. (19 miles 20 chains) from the Company's authorised Line at Bourn to the Syston and Peterborough Line of the Midland Railway, near its Saxby Station ;

No. 2. (30 chains), and No. 3 (20 chains), to connect No. 1 with the Bourn and Essendine Line of the Great Northern Railway at Bourn, and with the Main Line of the Great Northern Railway at Little Bytham ;

No. 4. (70 chains), in the Parish of Spalding, to connect the Company's authorised Line with the Norwich and Spalding Railway ;

To raise additional sums of 255,000 *l.* by shares, and 85,000 *l.* by loan ;

To attach a preferential dividend to any new shares, and to any shares issued in lieu of cancelled, forfeited, or surrendered shares :

To run over (1.) the portion of the Great Northern Railway between the Junction therewith of Railway No. 3 and Little Bytham Station. (2.) the portion of the Midland Railway between the Junction therewith of Railway No. 1 and Saxby Station :

To use the above-mentioned stations, and the Great Northern Railway Company's station at Bourn ;

To enter into arrangements with the Midland Railway Company with respect to the working of the Company's Undertaking ; and with the Midland, the Norwich and Spalding, the Lynn and Sutton Bridge, the Great Eastern, and the Wensum Valley Railway Companies, with respect to the interchange and conveyance of traffic and the mutual use of their Undertakings.

It is further proposed by the Bill to require the four last-named Companies to afford traffic facilities to the Spalding and Bourn Railway Company by through booking and otherwise ; and to make binding on the Company an agreement (scheduled to the Bill) requiring the Company (amongst other things) to purchase the private Railway from Edenham to Little Bytham, belonging to Lord Willoughby d'Eresby.

Observations.

Section 2. It is usual, and it seems desirable, to incorporate, besides the clauses of "The Companies Clauses Consolidation Act, 1845," here mentioned, the clauses of that Act with respect to the General Meetings of the Company, and the exercise of the right of voting by the Shareholders, the making of dividends, and the giving of notices.

Having regard to the provisions with respect to working and traffic arrangements contained in Section 28 of this Bill, it would be proper to incorporate also Part III., "Working Agreements," of "The Railways Clauses Act, 1863."

Section 6. With reference to the proposed power to issue preference capital for the purpose of new Works, it is to be observed that the Company have not yet opened their original Line.

The practice of Parliament seems to require, that where (as in this clause) power is sought to issue preference shares "in lieu of forfeited or cancelled or surrendered shares," the present state of the Company's authorised capital, issued and unissued, and the greatest amount of new shares in that capital which may be issued with a preferential dividend, should be stated in the Bill.

Section 10. The Bill does not propose to enable the mortgagees under this section to obtain the appointment of a receiver.

Section 16. See the observations on "Dimensions of Bridges," in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 26.

Section 23. See the observations on "Running Powers" in the above-mentioned Report, page 25.

Section 28. This power, to enter into working and traffic agreements seems to render necessary (as above suggested under section 2) the incorporation of Part III ("Working Agreements") of "The Railways Clauses Act, 1863."

The expression, "The same two Companies," in line 31 of page 12, seems to be erroneous; it seems to be a question whether article 17 of the agreement in the Schedule, purporting to have made that agreement null and void at the end of the Session of 1865, can remain a part of that agreement, if it be confirmed by the Bill.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Spalding and Bourn Railway Bill.*]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

15—CX.

Under 1 oz.

RAILWAY AND CANAL, &c. BILLS

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Stocksbridge Railway Bill.

It is proposed by this Bill to incorporate “The Stocksbridge Railway Objects. Company,” with a capital of 22,000 *l.* in 50 *l.* shares (divisible into preferred (6 *l.* per cent.) and deferred half shares), and 7,333 *l.* by loan, and to empower them—

To make a Railway, 1 mile 71 chains in length, from the Manchester, Sheffield, and Lincolnshire Railway, near the Deepcar Station, to Stocksbridge :

To run over the portion of the Manchester, Sheffield and Lincolnshire Railway between the Deepcar Station and the Sheffield Stations, and to use those stations :

To enter into working and traffic arrangements with the Manchester, Sheffield and Lincolnshire, and the Midland Railway Companies.

The Bill also provides that the new Company and those two Companies respectively may require facilities by through booking, through carriages, and otherwise, to be afforded over each other's Railways.

Sections 5 and 9. It would be more accurate, and it seems desirable, to add Observations. after “Subject to the provisions of this Act,” the words “and of the Acts and parts of Acts incorporated herewith.”

Sections 29 and 36. With respect to the proposed period of *five* years for completion, and *four* miles as the “short distance,” it may be observed that the length of the proposed Railway is under *two* miles.

Section 47. See the Observations on “Running Powers,” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 25.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Stockbridge Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a Report upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Swansea and Clydach Railway Bill.

It is proposed by this Bill to incorporate “The Swansea and Clydach Railway Company” with a capital of 75,000 *l.* in 20 *l.* shares, and 25,000 *l.* by loan, and with powers—

To make a Railway (4 miles 47 chains) from a junction with the Hafod sidings of the South Wales Line of the Great Western Railway, in the parish of St. John juxta Swansea, up the Western side of the River Tawe, to a point adjoining that river to Clydach, in the parish of Llangfyllach.

To lay down narrow-gauge rails on the Hafod sidings and on the portion of the South Wales Line to the south of the junction therewith of the proposed Railway.

To run over the Hafod sidings, the above-mentioned portion of the South Wales Railway, the Railways of the Swansea Harbour Trustees, and the portions of the Swansea and Neath Line of the Vale of Neath Railway to the westward of the coal depôt, which is situate on the east side of the New Cut at Swansea.

To enter into arrangements with the Great Western and the Vale of Neath Railway Companies, the Company of Proprietors of the Swansea Canal Navigation, and the Swansea Harbour Trustees, or any of them, with respect to the construction, working, and traffic of the Railways, Canals, and Works of the contracting parties.

Section 2. The proposed exception from the Bill of Section 92 of “The Lands Clauses Consolidation Act, 1845,” (which prevents the Company from taking part only of a house, building, or manufactory), seems contrary to principle and to the practice of Parliament.

Sections 21 and 29. With respect to Section 21, allowing *five* years for the completion of the Railway, and Section 29 allowing a short-distance charge for *four* miles, it may be observed that the proposed Railway is only 4½ miles in length.

Section 37. See the observations on “Running Powers” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 25.

Section 40. With respect to the power to agree for the *construction* of Railways, it may be observed that it is the practice of Parliament to leave the construction of a Railway to the Company who are authorized to take lands and raise money for the purpose.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Swansea and Clydach Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
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Thetford and Watton Railway Bill.

It is proposed by this Bill—

To incorporate “The Thetford and Watton Railway Company,” with a capital of 45,000 *l.* in 10 *l.* shares, and 15,000 *l.* by loan; and to empower them— Objects.

To make a Railway, 8 miles 77 chains in length, from a junction with the Norwich and Brandon Line of the Great Eastern Railway, in the parish of Bridgeham, to Watton;

To run over the portion of the Norwich and Brandon Line of the Great Eastern Railway between the proposed junction and the Thetford Station, and to use that Station;

To have traffic facilities from, and to enter into working and traffic arrangements with, the Great Eastern Railway Company:

To authorise the Great Eastern Railway Company —

To subscribe 15,000 *l.* to the new undertaking, and to raise the same by ordinary or preference shares;

To guarantee for ten years the mortgage debt of the new Company and its interest.

Section 5. It would be more accurate, and it seems desirable, to add, after “Subject to the provisions of this Act,” the words “and of the Acts or parts of Acts incorporated herewith.” Observations.

Section 29. Reference may be made to the observations on “Dimensions of Bridges” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 26.

Section 30. See the observations on “Running Powers” in the above mentioned General Report, page 25.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Theford and Watton Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Upavon and Andover Railway Bill.

It is proposed by this Bill to incorporate “ The Upavon and Andover Railway Objects.
Company,” with a capital of 220,000 *l.* in 20 *l.* shares, and 73,000 *l.* by loan ; and
to empower them –

To make a Railway (15 miles 55 chains) from the authorised Wiltshire
Railway at Upavon to the Basingstoke and Salisbury Branch of the London
and South-Western Railway, near the Andover Station :

To run over the portion of the London and South Western Railway
between the Junction therewith of the proposed Railway and the Andover
Station, and the portions of the authorised Wiltshire Railway between
Upavon and Pewsey and between Upavon and Woodborough :

And to enter into arrangements with the London and South Western and
the Wiltshire Railway Companies, or either of them, with respect to the
working and traffic of the new Railway.

Section 2. *See remarks under section 11.*

Observations.

Section 5. It would be more accurate, and it seems desirable after “ subject to
the provisions of this Act,” to add “ and of the Acts and parts of Acts incor-
porated herewith.”

Section 11. This power to create debenture stock renders necessary the
incorporation with the Bill of Part III. (relating to debenture stock) of “ The
Company’s Clauses Act, 1863.”

Section 25. Reference may be made to the Observations on “ Dimensions of
Bridges,” in the General Report of the Board of Trade on the Railway, &c. Bills
of this Session, page 26.

Section 27. The Bill does not limit the tolls for the *use* of the Railway in
respect of passengers.

Section 37. *See the Observations on “ Running Powers” in the above-
mentioned General Report, page 25.*

Board of Trade,
February 1866

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[Upon and Andover Railway Bill.]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL Bills, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Vale of Crickhowell Railway Bill.

It is proposed by this Bill to enable the Vale of Crickhowell Railway Company—

To make a Deviation (2 miles 49 chains) in their authorised line, to commence by a junction with the Merthyr, Tredegar, and Abergavenny Railway at Abergavenny, and to terminate at a point in their authorised line in the parish of Llanelly; also a Railway, length 14 miles 68 chains, from their authorised line at Crickhowell to a junction with the authorised Neath and Brecon Railway at Brecon; and an alteration, length about 2 miles, in the Company's authorised line in the parishes of Llanelly and Llangenny, in the county of Brecon :

To raise further sums of 198,000 *l.* by new, ordinary, or preference shares, and 66,000 *l.* by loan :

To attach a preference to any portion not exceeding one-half of the shares, which, under the Companies' Act of 1864, they may incur in lieu of cancelled shares :

To divide any shares in the Company's capital authorised by the Act of 1864, into preferred (5 per cent.) and deferred half shares :

And to enter into working and traffic arrangements with the Neath and Brecon Railway Company.

The Bill also proposes to extend the provisions of the Act of 1864 with respect to traffic arrangements with the London and North Western, and the Merthyr Tredegar and Abergavenny Railway Companies, to the intended new Railways.

Sections 4 and 11. It would be more accurate, and it seems desirable, to add after “ Subject to the provisions of this Act,” the words, “ and of the Acts and parts of Acts incorporated herewith.” Observations.

Section 26. This clause, by allowing *five* years for the completion of the Railways, including the Deviation, may practically postpone the completion of the Company's authorised Line from the 14th of July 1869 until 1871. If this is sanctioned, it would seem desirable to provide for the effect which this alteration is to have on the deposit clause (section 29) of “ The Vale of Crickhowell Railway Act, 1864.”

Section 29. See the Observations on “ Dimensions of Bridges ” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 26.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Vale of Crichouell Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURE, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Miner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Vale of Llangollen, Llangollen and Corwen, and Corwen and Bala Railway Companies Bill.

It is proposed by this Bill :—

Objects.

To authorise the Vale of Llangollen, the Llangollen and Corwen, and the Corwen and Bala Railway Companies, to make and carry into effect agreements for their amalgamation, upon which the three Companies are to be dissolved, and their shareholders are to be incorporated as “The Dee Valley Railway Company,” with a capital of 309,000 *l.* in 10 *l.* shares, and 103,000 *l.* by loan, and the undertakings of the three Companies are to be vested in the New Company :

To authorise the Dee Valley Railway Company to enter into arrangements with the Great Western Railway Company, with respect to the working and traffic of the former Company’s Railways.

The above-mentioned 309,000 *l.* share capital, and 103,000 *l.* loan capital, include, in addition to the present authorised share and loan capitals of the three Companies, further sums of 30,000 *l.*, by new ordinary or preference shares, and 10,000 *l.* by loan, to be raiseable under powers in this Bill by the Corwen and Bala Company, before amalgamation, or the Dee Valley Railway Company after amalgamation.

Section 4. Reference may be made to the observations on “Amalgamation, Sale, and Lease,” including those on “Public Notice of Transfer,” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, pages 24 and 25. Observations.

The Bill does not contain the usual provisions for the deposit of a copy of the agreement for amalgamation with the Clerk of the Peace, and for publication of a notice of the change of ownership.

Sections 5, 7, and 8. It would be more accurate, and it seems desirable, after “provisions of this Act,” in Sections 5 and 7, and “restrictions of this Act,” in Section 8, to add, “and of the Acts and parts of Acts incorporated herewith.”

Section 24. With respect to the proposed minimum of 20,000 *l.* for the amount to entitle mortgagees to a receiver, it is to be observed that the aggregate authorised mortgage debt is 103,000 *l.* only, and that the proposed minimum may affect existing mortgagees by increasing the minimum at present fixed in the cases of the three Companies respectively.

Section 44. It is to be observed that the provision with respect to a receiver in Section 24, relates only to the Amalgamated Company, and will not be applicable to mortgages to be granted under the new power in Section 44, by the Corwen and Bala Railway Company, before amalgamation.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Vale of Llangollen, Llangollen and Corwen,
and Corwen and Bala Railway Companies
Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Vale of Neath Railway (Transfer, &c.) Bill.

It is proposed by this Bill to effect an amalgamation of the Vale of Neath Railway Company with the Great Western Railway Company, as from the 1st of February 1865, by dissolving the Vale of Neath Railway Company and vesting their undertaking in the Great Western Railway Company; the proprietors in the former Company becoming Great Western (Vale of Neath) proprietors, holding the like Shares or Stocks, in the Great Western Railway Company, and entitled to have placed to their revenue account 5·0625 parts of 100 out of the joint revenue of the Company, but not in any year less than 85,000 *l*.

Reference may be made to the Observations on "Amalgamation Sale, and Lease" in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 24. Objects.

Sections 4-22. It may deserve consideration, whether by incorporating with the Bill Part V. of "The Railway Clauses Act 1863," the greater part of section 4 and sections 5 to 22 might not be usefully omitted from this Bill. Observations.

With reference to the authorised tolls, &c. on the Vale of Neath Railway, it may be observed that they appear to be those defined in the Company's Act of Incorporation of 1846 (9 and 10 Vict., c. 341, Local), that there is no graduated scale of maximum charges for "small parcels," but for less than 500 lbs. the Company "may demand any sum they think fit;" and that the greatest weights of luggage which passengers may take with them, free of charge, are, 1st class, 100 lbs.; 2d class, 60 lbs.; 3d class, 40 lbs.

In the Great Western Railway (South Wales Amalgamation) Act 1863, (c. 198,) is contained a provision (s. 64), authorising the revision, by the Board of Trade, of the tolls, &c. to be taken by the United Company, when "the clear annual profits divisible upon the subscribed and paid-up capital stock of the United Company, upon the average of the three then last preceding years, shall equal or exceed the rate of 6 per cent."

It would seem to be desirable that the Bill should state explicitly whether the addition to the capital of the "United Company," to be made by this Bill, is or is not to be included for the purposes of the above-mentioned provision.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Vale of Neath Railway (Transfer, &c.)
Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
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RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

West Bromwich and Walsall Railway Bill.

It is proposed by this Bill to incorporate “The West Bromwich and Walsall Railway Company,” with a capital of 120,000 *l.* in 10 *l.* shares, divisible into preferred (6 per cent.) and deferred half shares, and 40,000 *l.* by loan; and to empower them— Objects.

To make a Railway (No. 1), 5 miles 54 chains in length, from the Birmingham, Wolverhampton, and Dudley line of the Great Western Railway, in the parish of West Bromwich, to Walsall, and a Junction Railway (No. 2), 43 chains in length, at West Bromwich, to connect No. 1 with the Grand Junction Line of the London and North Western Railway;

To run over the portion of the London and North Western Railway between the proposed Junction therewith and the Bescot Station, and to use that Station;

To have traffic facilities, by through booking and otherwise, from the London and North Western Railway Company;

To enter into working and traffic arrangements with the Great Western and the London and North Western Railway Companies.

Sections 5 and 7. It would be more accurate, and it seems desirable, to add, Observation.
after “subject to the provisions of this Act,” the words “and of the Acts and parts of Acts incorporated herewith.”

Section 36. With reference to the fixing *six* miles for “short distance,” it is to be observed that the total length of the proposed Railway and Branch is six miles and a quarter.

Section 44. See the Observations on “Running Powers” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 25.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*West Bromwich and Walsall Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Whitby, Redcar, and Middlesborough Union Railway Bill.

IT is proposed by this Bill to incorporate “The Whitby, Redcar, and Middles- Objects.
borough Union Railway Company,” with a capital of 250,000 *l.* in 10 *l.* shares,
and 83,300 *l.* by loan, and with powers—

To make the following Railways, viz.:

No. 1 (15 miles 30 chains), from the Whitby Branch of the North Eastern Railway, near Sneaton, to the terminus of the Cleveland Branch of the same Railway at Waytail Beck:

No. 2. (39 chains) from No. 1 at Ruswarp to the authorized Scarborough and Whitby Railway, near Crowdy Hall:

To enter into working and traffic arrangements with the North Eastern and the Scarborough and Whitby Railway Company:

To run over the Scarborough and Whitby Railway and a portion of the Cleveland Branch of the North Eastern Railway between the junction therewith of Railway No. 1 and the Middlesborough and Redcar stations, and to use those stations and the other stations on the above lines.

Section 5. It would be more accurate, and it seems desirable, to add, after Observations.
“Subject to the provisions of this Act,” the words “and of the Acts and parts of Acts incorporated herewith.”

Section 23. With respect to these several departures from the requirements of “The Railways Clauses Consolidation Act, 1845,” see the observations on “Dimensions of Bridges” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 26.

Section 38. See the observations on “Running Powers” in the above mentioned General Report, page 25.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following Tidal Waters.
instances, viz. :—

Railway No. 1 crosses the River Esk, above Ruswarp, on nine arches, each of 20 feet span and 20 feet headway.

Railway No. 2 crosses the same river, near Larpool Wood, on four arches, each of 50 feet span and 40 feet headway.

Such interference renders necessary the incorporation in the Bill of “The Railways Clauses Consolidation Act, 1845,” and of Sections 13 to 19, both inclusive (“Protection to Navigation”), of “The Railways Clauses Act, 1863.”

The Bill proposes to incorporate both of these enactments.

Board of Trade.

February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Whitby, Redcar, and Middlesbrough
Union Railway Bill.*]

FURTHER REPORT of the Board of Trade
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Whitehaven and Furness Junction, and Whitehaven, Cleator, and Egremont Railway Bill.

It is proposed by this Bill :—

To enable the Whitehaven and Furness Junction, and the Whitehaven, Cleator,
and Egremont Railway Companies—

Objects.

To appoint a Joint Committee for the construction and management of a
Railway, length 4 miles 63 chains, from a Junction with the Whitehaven,
Cleator, and Egremont Railway, at Egremont, to a Junction with the Whitehaven
and Furness Junction Railway, near the Sellafeld Station, which is to be vested
in and used by the two Companies jointly and equally :

To enable each of the two Companies to raise further sums, of 33,000 £., by
new ordinary or preference shares, and 11,000 £. by loan.

The Bill also provides that the Whitehaven and Furness Junction Railway
Company shall afford facilities for the conveyance of passengers between the
intended Junction at Sellafeld and the Sellafeld and the Seascale Stations.

Section 49. It may deserve consideration whether the Bill should not provide
that only one “short distance” charge shall be made for traffic passing partly
on the new Railway and partly on the existing Railways of the two Companies.

Observations.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Whitehaven and Furness Junction, and Whitehaven, Cleator, and Egremont Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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Wiltshire Railways Bill.

It is proposed by this Bill to incorporate “ the Wiltshire Railways Company,” Objects.
with a capital of 510,000 *l.* in 20 *l.* shares (divisible into preferred and deferred half shares), and 170,000 *l.* by loan :—

To vest in the new Company the powers, rights, and privileges, duties, and liabilities of the Wiltshire, and the North and South Wiltshire Railway Companies respectively, incorporated in 1865 :

To authorise the release of the bonds deposited by the last-named Companies on the deposit of a bond by the new Company :

To authorise any of the Salisbury and Dorset Junction, the Wilts and Gloucestershire, the Stonehouse and Nailsworth, and the Severn Junction Railway Companies to agree for amalgamation with the new Company :

To give the new Company running powers over the Severn Junction, the Stonehouse and Nailsworth, the Wilts and Gloucestershire, and the Salisbury and Dorset Junction Railways, over so much of the London and South Western Railway as lies between the junction therewith of the authorised Wiltshire Railway No. 1 at Edmonton, and Salisbury, and between the same junction, and the Salisbury and Dorset Junction Railway, Southampton, Gosport, and Portsmouth, and as lies between the Southern Junction therewith of the Salisbury and Dorset Junction Railway, and Poole ; and over so much of the Midland Railway as lies between the Junction therewith of the Stonehouse and Nailsworth Railway, and Gloucester :

To authorise the new Company to enter into traffic and working arrangements with the Midland Railway Company, notwithstanding any restriction on the Midland Railway Company contained in “ The Great Western and West Midland Railway Act, 1863.”

The Preamble of this Bill states (page 2) that the Company incorporated by “ The Wiltshire Railway Act, 1865,” and the Company incorporated by “ The North and South Wiltshire Junction Railway Act, 1865,” “ are desirous that all the powers thereby conferred upon them should be transferred to a single Company, so that these two undertakings shall be executed jointly, and under the same management, and that they should severally be divested of all duties and liabilities with respect to the same several undertakings ;” and the Bill appears to be framed for giving effect to that purpose. Observations.

This arrangement is perhaps proposed instead of the ordinary one of an amalgamation of the two Companies, because the two Companies are not in a position to show compliance with the Standing Orders (189, § 9, of the House of Lords, and 161 of the House of Commons) in respect of paid-up capital and expenditure.

But it is to be observed that, though the scheme is virtually an amalgamation of the two undertakings, it discharges all the subscribers to the existing undertakings without any provision for a corresponding amount of subscription to the purposes of the amalgamated undertaking ; and it does not provide the securities for the due performance of the obligations and liabilities of the existing Companies, which are usually effected by the incorporation of Part V. (amalgamation) of “ The Railways Clauses Act, 1863,” containing amongst other necessary provisions a clause for the general saving of rights, &c.

It is further to be observed, that the Bill does not provide for the winding-up and dissolution of the two existing Companies.

Reference may be made to the observations on "Amalgamation, Sale, and Lease," in the General Report of the Board of Trade, on the Railway, &c. Bills of this Session, page 24.

Section 5. The transfer of all the powers of the two existing Companies to the New Company in the terms of this clause, without excepting the powers of the two Companies to raise money by shares and by borrowing, might give to the New Company all those money powers in addition to the money powers which are expressly given to the New Company by this Bill.

Section 30. It may deserve consideration whether the condition of the new bond, which may be substituted under this clause for the existing bonds, should not be fully stated in this clause, pursuant to the Standing Orders for that purpose, in order to obviate doubt as to the terms of such condition.

It is to be observed, that the Bill does not make compliance with the requirements of the Standing Orders as to payment up of capital and expenditure, a condition of the amalgamations proposed to be authorised in this clause.

Section 31. With respect to these extensive powers of using other railways, *see* the observations on "Running powers" in the above-mentioned General Report, page 25.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Wiltshire Railways Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

15—CXXI.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Winchcomb and Midland Railway Bill.

It is proposed by this Bill—

Objects.

To incorporate “The Winchcomb and Midland Railway Company ” with a capital of 42,000 *l.* in 10 *l.* shares, and 14,000 *l.* by loan.

To enable them—

To make a Railway (5 miles 60 chains) from the Ashchurch and Evesham Line of the Midland Railway at Beckford to Winchcomb, in Gloucestershire :

To enter into working and traffic arrangements with the Midland Railway Company :

And to authorise the Midland Railway Company to subscribe 10,000 *l.* to the undertaking, and to raise that sum by new ordinary or preferential shares.

Section 5. It would be more accurate, and it seems desirable, to add after “Subject to the provisions of this Act,” the words “and of the Acts and parts of Acts incorporated herewith.” Observations.

Sections 22 and 27. With reference to the *five* years to be allowed for the completion of the Railway, by section 22, and the *four* miles for the “short distance” charge, mentioned in section 27, it may be observed that the proposed Railway is to be only $5\frac{1}{2}$ miles in length.

Sections 46 and 47. The proposed power to the Midland Railway Company to raise fresh capital seems to render it necessary to extend the application of these clauses to that Company.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Winchcomb and Midland Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS and TIDAL WATERS, of this Session.”

Wivenhoe and Brightlingsea Railway Bill.

It is proposed by this Bill—

Objects.

To enable the Wivenhoe and Brightlingsea Railway Company:—

To raise further sums of 15,000 *l.* by new ordinary or preference shares, and 5,000*l.* by loan;

To attach a preference dividend to certain shares of their authorised capital; and to divide any share in their capital into preferred (6 per cent.) and deferred half shares;

To enter into working and traffic arrangements with the Great Eastern Railway Company:

To authorise the Great Eastern Railway Company to subscribe 5,000 *l.* to the undertaking of the Company, and to raise that amount by new ordinary or preferential shares:

To authorise a lease or sale of the undertaking of the Wivenhoe and Brightlingsea Railway Company to the Great Eastern Railway Company, and to provide in the case of a sale for the dissolution of the former Company.

Section 2. It is usual, and it seems desirable to incorporate, besides the clauses of “The Companies Clauses Consolidation Act, 1845,” here mentioned, the clauses of that Act with respect to the general meetings of the Company, and the exercise of the right of voting by the shareholders, the making of dividends, and the giving of notices. Observations.

Section 5. It is not usual to give to a Company a general power of issuing with a preference any shares in their capital authorised by a previous Act, without setting forth in the Bill the present state of the Company’s capital issued and unissued, so as to specify the greatest amount of preference capital that can be created under the new power.

Section 25. It appears to be a question whether there are “any purposes of this Act” to which the funds of the Company can be applied, and consequently whether this clause would not be inoperative.

Section 32. Reference may be made to the Observations on “Amalgamation,” “Sale and Lease,” including those on “Public Notice of Transfer,” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, pages 24 and 25.

It may deserve consideration whether the power of approval given by Section 37 to the Board of Trade would not be exercised with more benefit to the public if provision were made for advertising a notice of the intention to lease, such as is contained in Section 24 of “The Railways Clauses Act, 1863.”

The Bill does not contain the usual provisions for the deposit of a copy of the deed of transfer or lease with the clerk of the peace, or for publication of a notice of the change of ownership.

The power to lease seems to render proper the incorporation with the Bill of Sections 112, 113 (with respect to the leasing of Railways) of "The Railways Clauses Consolidation Act, 1845."

Section 47. It would seem that the Great Eastern Railway Company ought to represent the Wivenhoe and Brightlingsea Railway Company, not merely from the time of the dissolution of the latter Company, which is postponed till their affairs are wound up (Section 46), but from "the time at which the Companies agree that the sale shall take effect" (*see* Sections 40 and 42 of this Bill).

Sections 48 and 49. It seems proper, according to the practice of Parliament, to extend these clauses to the Great Eastern Railway Company.

Section 50. It would be more accurate if the last words of this clause were altered to, "authorised by *the recited Act*," as this Bill contains no provision respecting rates.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Wienhoo and Brightingsea Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of SESSION 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

15—CXXIII.

Under 1 oz.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Wrexham and Minera Railway Bill.

It is proposed by this Bill :

Objects.

To transfer to the Great Western and the London and North-Western Railway Companies jointly, all powers for construction and maintenance of the Railway, No. 1 (between the Minera Branch of the Great Western Railway and the Fridd or Leeswood Branch of the Mold Branch of the Chester and Holyhead Line of the London and North-Western Railway), which was authorised by the Wrexham and Minera Railway Act, 1865 :

To provide for the management of that Railway by a joint committee :

To provide for the abandonment of Railway No. 2 (between the Fridd Branch and the Mold Branch), authorised by the above-mentioned Act.

Section 12 provides that the two Companies shall have the benefit of all purchases of lands completed and to be completed for the purposes of Railway No. 1. It may deserve consideration, whether for the benefit of vendors there should not be added to Section 8 of this Bill a provision to the effect that, in respect of all notices given or contracts entered into with respect to lands for the purposes of Railway No. 1, the joint committee shall represent the Wrexham and Minera Railway Company, and be subject to the obligations of that Company. Observations.

Section 15. It may deserve consideration whether the indefinite power of fixing tolls here given to the joint committee should not be expressed to be “subject to the limitations contained in the recited Act.”

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[Wrexham and Minera Railway Bill.]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS of this Session.”

Holy Island, &c., Reclamation Bill.

IT is proposed by this Bill to incorporate “The Holy Island Reclamation Objects Company,” with a capital of 100,000 *l.* in 100 *l.* shares, and 33,300 *l.* by mortgage, debenture stock, or rent-charges ; with powers—

To embank and reclaim from the sea, within a period of 14 years (which may be extended by Order in Council) certain flats or sands between Holy Island and the mainland in Northumberland, and extending thence in a southerly direction along the shore to near Budle Point, called Holy Island Sands, Beal Sands, Fenham Flats, Ross Back Sands, Budle Bay, Warnham Flats, and Chesterhill Slakes ; such lands, when reclaimed, to vest in the Company in fee simple, subject to compensation to the Crown and other persons having any estate or interest therein :

To irrigate, cultivate, and carry on farming operations on the reclaimed lands, and to let, mortgage, or sell those lands, the money raised thereby to be applied in reduction of the mortgage, and then of the share capital of the Company.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following Tidal waters. instances, viz. :—

An embankment from the Middle Shiel on the mainland to the north-west corner of “The Snook” Point on Holy Island ;

An embankment commencing seaward of the root of the old pier in the harbour of Holy Island, running inside St. Cuthbert’s Isle, along the Sandeel Beds, inside Seal Point, and crossing the Oyster Scap to Guile Point on the Old Law ;

An embankment connecting the south-western point of the Old Law with the mainland of Ross Links ;

A watercourse to carry the mill-stream which runs down from Haggerstone Castle into the sea, at a point north of the Middle Shiel ;

An embankment 1,770 yards long, from Ross Links to Budle Point ;

A watercourse, to commence in a pond near Warren Mill, to carry the waters of Warren Burn to sea through the embankment at Ross Links.

Such interference, if sanctioned, would render necessary the incorporation in the Bill of Section 17 of “The Railways Clauses Consolidation Act, 1845,” and Sections 13, 17, 18, and 19 of “The Railways Clauses Act, 1863,” with the explanation that those provisions are to be read as applying to the several works to be authorised by the Bill, instead of to the Railway.

These requirements are complied with in this Bill.

The Board of Trade, however, have to observe, that it appears to them that no public advantages are contemplated by this Bill, sufficient to counterbalance the public injury which the proposed works will do to Holy Island Harbour.

It is obvious that the depths in the sheltered anchorage in this harbour, which exceed 24 feet at low waer of a spring tide, and in one spot is as much as 30 feet,

are entirely caused by the great scour produced in the filling and emptying with the tidal waters the great bottle-shaped flats of Fenham, which the Bill seeks power to reclaim.

This harbour affords refuge to numerous vessels on a coast where the passing trade is great, and where harbours are proverbially few; and the Board of Trade are of opinion that no scheme for such objects as are contemplated in this Bill, should be permitted to override the benefit to life and property afforded by this natural harbour.

It is true that there is a bar of eight feet at low water of a spring tide, but the rise of tide is then 15 feet, and at neap tides 11½ feet, thus admitting of the entrance of ships nearly 20 feet draft at tide time, which can always lie afloat in the Harbour.

But if the flats were reclaimed which now produce the scour and maintain the depths, the Harbour would necessarily silt up, and in process of time become entirely effaced from the coast.

Independently of the use afforded for refuge purposes, a large staff of pilots and many fishermen are stationed here in the exercise of their calling, to whom the Harbour is necessary, and whose interests would be fatally compromised by the proposed scheme.

The Promoters, when stating their case at a public meeting in Holy Island (reported in the "Newcastle Daily Journal," 1st February 1866), fully and candidly admitted that the Harbour's existence depended on the scour produced by the water flowing over flats which they propose to destroy; but seem to think that a remedy is provided by the suggestion of the external protection of piers, and other engineering works, to be carried out by Government co-operation. It must, however, be noticed that these remedial measures have nothing whatever to do with the Bill, which is simply destructive to the Harbour, while the remedy is to depend on Government aid.

Nor, considering that the Undertakers are a Limited Company with a small capital, would it be possible to insert any conditions in the Bill which would have the effect of securing the execution by them of works necessary to maintain and protect the Harbour.

With respect to the inconvenience of the insular position of Holy Island, it could be overcome, without destroying or injuring the Harbour, by a causeway between the end of the Snook and Beal Point, where the sands are so high as only to be covered three hours out of the twelve.

Besides the reclamation of Fenham Flats, the Bill proposes that of Budle Bay, where there is a navigable creek, admitting a small coasting trade, over a bar 13 feet deep at high water to a pier within.

Board of Trade,
February 1866.

T. H. Farrer.

RAILWAY AND CANAL, &c. BILLS.

[*Holy Island, &c., Reclamation Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

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RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCK S,
and TIDAL WATERS, of this Session.”

Clyde Navigation Bill.

THIS Bill recites that by Acts of 1864 the Caledonian and the North British Railway Companies are authorised to acquire lands, make railways, and construct a station near the north side of the Stobcross Dock of the Trustees of the Clyde Navigation ; and that such Railways and station will, if constructed, be very prejudicial to the Dock and other works of the Trustees, and, by cutting off access on the city and landward side, will greatly lessen the value and convenience of the Dock to the trade and commerce of the port and city of Glasgow, unless efficient means of access to the Dock be provided.

The Bill authorises the Trustees—

To make four new streets or roads in connection with Pointhouse-road, Sandyford-street, Kelvinhaugh-street, Finnieston-street, Stobcross-street, and Grace-street, on the north side of the river Clyde ; and a street or road from the Paisley-road, at Pollok-street, to Springfield Quay, on the south side of the river Clyde :

To erect warehouses and other conveniences on any lands of the Trustees :

To borrow additional sums not exceeding 100,000 £ :

To contract with the Caledonian and the North British Railway Companies with respect to the acquisition of lands, and the construction, maintenance, and use of works, under the Bill.

The Bill further provides that when the four first-mentioned streets or roads are completed, the Railway Companies shall pay to the Trustees their costs and expenses in reference thereto, not exceeding 63,000 £ ; with power for the two Railway Companies to raise the amount so payable by new ordinary or preference shares or stock.

Section 4. After “ subject to the provisions of this Act,” should be added Observations.
“ and of the Acts and parts of Acts incorporated herewith.”

Section 9. In order that the trustees may not acquire by this clause any extraordinary power of entering on land without paying or securing compensation, it would be proper to prefix to the clause the usual words, “ subject to the provisions of this Act and of the Acts and parts of Acts incorporated herewith.”

Section 21. It is to be observed that the Bill does not define in what proportions, equal or otherwise, the two Railway Companies are respectively to contribute to the cost of the new streets or roads ; and it does not explain whether the sums to be paid by them to the trustees are to be applicable in reduction of mortgage debt, which the trustees may create under this Bill, or whether the trustees may borrow and expend 100,000 £, and also receive from the Railway Companies and expend 63,000 £, for the purposes of the Bill.

Greater distinctness on these points seems to be desirable.

Board of Trade,
February 1866.

T. H. Farrer.

RAILWAY AND CANAL, &c. BILLS.

[*Clyde Navigation Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

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Dagenham (Thames) Dock Bill.

It is proposed by this Bill to enable the Dagenham (Thames) Dock Company, Objects.
incorporated in 1855, with a capital of 90,000 *l.* in shares and 30,000 *l.* by loan,—

To make an enlargement of their authorized dock at its eastern end with dry docks, graving docks, and other dock works, and also warehouses, abattoirs, and other conveniences:

To deepen the River Beam, near its outlet into the River Thames, and to make a new sluice and outlet at that point, without being subject to construct the works for the protection of the levels of Havering, Dagenham, &c., prescribed by the 30th section of this Company's Act of 1855 (which section the Bill proposes to repeal):

The new works to be completed within seven years:

To raise further sums of 300,000 *l.* by new ordinary or preferential shares, and 100,000 *l.* by loan:

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following Tidal waters.
instances, viz. :—

Enlargement of the authorized dock at the eastern end thereof, the limits of deviation of which extend below high-water mark of the River Thames, and also of the River Beam:

Deepening and improving of the River Beam:

Two new sluices into the River Thames.

Such interference renders proper, besides the incorporation in the Bill of “The Harbours, Docks, and Piers Clauses Act, 1847” (which is incorporated by Section 2 of the Bill), the insertion of provisions for submitting for the approval of the Board of Trade, the working drawings, &c. of any outward work subject to the action of the tides, or any work below high-water mark; and for the abatement of works commenced or altered without such approval; and for enabling the Board of Trade to order a local survey; such as are contained in Sections 23 and 24 of the “Dagenham (Thames) Dock Act, 1855.” And to these it would be proper to add a provision enabling the Board of Trade to abate and remove any work constructed by the Company in tidal waters, under the powers of their existing Act, or of this Bill, which may be suffered to fall into decay, such as is contained in the 18th section of “The Railways Clauses Act, 1863.”

This Bill does not contain the usual reservation of the provisions of “The Merchant Shipping Act, 1854,” and of Acts amending that Act, and of all present and future general Acts relating to docks, or to dues on shipping or on goods carried in ships, and of the revision and alteration, under the authority of Parliament, of the rates and charges authorized by the recited Act or this Act. A corresponding provision is contained in Section 48 of “The Dagenham (Thames) Dock Act, 1855.”

Board of Trade,
February 1866.

T. H. Farrer.

RAILWAY AND CANAL, &c. BILLS.

[Dagenham (Thames) Dock Bill.]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL Bills, and Bills
relating to Harbours, Docks, and Tidal
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Weaver River Navigation Bill.

BY this Bill, promoted by the Trustees of the Navigation of the River Weaver, acting under the powers of an Act of 1721, and of subsequent Acts, who are stated in the Bill to be not indebted in any sums on mortgage of the said Navigation or otherwise, it is proposed— Objects.

To repeal the provisions of the existing Acts relating to the borrowing of money by the Trustees, and to substitute the provisions with respect to mortgages of “The Commissioners Clauses Act, 1847:”

To authorise the Trustees to borrow 200,000 *l.* by mortgage of their rates, for the widening, deepening, and otherwise improving the navigation of the River Weaver, and for the making works, wharves, warehouses, and other conveniences :

To authorise the Trustees to take rates for their basins and docks, for their Weston Canal (which connects the Weaver River Navigation with the River Mersey), for their warehouses and wharves, for services in respect of goods, and for their steamtugs :

To provide for the prevention of accidents to the Company's works :

To enable the Trustees to remove to another site the church which has been erected by them near Weston Point, and the schoolhouse and buildings attached thereto.

As this Bill proposes to impose on vessels and goods generally rates for accommodation which can now be enjoyed by certain vessels and goods free from charge, it may be a question for the consideration of the Committee whether the new rates shall be general, as proposed in this Bill, or payable only by those vessels and goods which will benefit by improvements which the Trustees may make. Observations.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Weaver River Navigation Bill.*]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL Bills, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Worcester and Birmingham Canal Bill.

It is proposed by this Bill—

To confirm a deed of arrangement for transfer, dated 16th June 1865, between the Company of Proprietors of the Worcester and Birmingham Canal Navigation (in the Bill called the Old Company) and Messrs. McLean, Brassey, and Elliot: Objects.

To incorporate a New Company, under the name of “The New Worcester and Birmingham Canal Company,” with a capital of 330,000*l.* in 10*l.* shares, and power to borrow on mortgage 110,000*l.*, inclusive of the existing mortgage debt of the Old Company:

To vest in the New Company the Undertaking and property of the Old Company, and the leasehold interest of the Old Company in the Droitwich Canal, the Droitwich Junction Canal, and the Lower Navigation of the River Avon, subject to the payment and satisfaction by the New Company in exoneration of the Old Company, of 102,083 *l.* 15 *s.* 9 *d.* mortgage debt on the Worcester and Birmingham Canal, and of rentcharges payable by the Old Company, and of all other obligations of the Old Company, in reference to the maintaining and keeping in repair the said navigations and the property belonging thereto; and also subject to payment by the New Company to the Old Company of annual sums which, after the fourth year, will be 6,000 *l.* per annum, until redeemed by payment of a gross sum of 135,000 *l.*

The Bill empowers the New Company to maintain the canals, reservoirs, and other works vested in them; to become carriers on those canals and on the Rivers Avon and Severn; to acquire certain lands; and to contract with the Birmingham Canal Navigations Company, and the Warwick and Birmingham Navigation Company, or either of them, with respect to the interchange of traffic and the affixing and apportionment of tolls and rates.

Sections 2 and 25. The second article of the deed of arrangement (page 46) stipulates, “The Act or Acts shall contain the necessary powers and authorities for enabling the transferees or their assigns permanently to convert at their expense the said Worcester and Birmingham Canal and the said Droitwich Junction Canal, or either of them, either wholly or partially, into a Railway or tramway,” &c. Section 2 of this Bill confirms that deed, “so far as its provisions are not varied or modified by this Act.” Section 25 refers to the event “if at any time after the passing of this Act the said Worcester and Birmingham Canal Navigation or the lands belonging thereto shall be converted by or with the consent of the New Company or their assigns,” &c., “into a public Railway other than such a Railway, if any, as immediately previously to the passing of this Act it was competent for the Old Company to construct under the powers of the recited Acts or any of them,” &c. Observations.

It seems to be a matter for the consideration of the Committee, whether the effect of the above-mentioned provisions of the Bill may not be (notwithstanding Section 33 and the final clause of Section 22) to enable the New Company, without further authority from Parliament, to convert the Canals, or at least the Droitwich Junction Canal, into a Railway.

See observations on "Railway and Canal Companies" in the General Report of the Board of Trade on Railway, &c. Bills of this Session, page 26.

Section 3. The terms in which parts of the Lands Clauses Acts of 1845 and 1860 are incorporated with this Bill are not in accordance with Section 5 of the former Act, or with the practice of Parliament, and appear likely to create uncertainty.

If clauses of the Act of 1845 with respect to certain matters only are to be incorporated with this Bill, they should, as prescribed by Section 5 of that Act, be referred to by describing each such matter "as it is described in the Act of 1845, in the words introductory to the enactment with respect to such matter," and not as in this Bill by imperfect abbreviations of such descriptions. But inasmuch as this Bill is to give power to take lands compulsorily, it seems to be an omission in the Bill that it does not incorporate the clauses of the Act of 1845, "with respect to the entry upon lands by the promoters of the undertaking," "with respect to small portions of intersected land," "with respect to lands subject to mortgage," "with respect to lands subject to leases," &c.; and it may deserve consideration whether the two Acts of 1845 and 1860 should not be incorporated in this Bill, generally, and without the restrictions "so far as relates," &c., which are at the end of Section 3 of this Bill.

Section 25. *See above, under Section 2.*

Section 33. It seems to be a question whether, after the words "it shall be lawful for them," in the fourth line of this clause, there should not be added "and they are hereby required," before the words "to maintain the canals," &c.

Section 58. It may deserve consideration whether, in respect of the dissolution of the Old Company, and the transfer of their undertaking to the New Company, the Bill should not contain (in addition to Section 22) a general saving of rights and claims, corresponding to Section 55 of "The Railways Clauses Act, 1863."

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[Worcester and Birmingham Canal Bill.]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

1. *Aberdare Valley and Caerphilly Junction Railway Bill.*
 2. *Afon Valley Railway Bill.*
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1. *Aberdare Valley and Caerphilly Junction Railway Bill.*

It is proposed by this Bill to incorporate “The Aberdare Valley and Caerphilly Junction Railway Company,” with a capital of 200,000 *l.* in 10 *l.* shares, and 66,500 *l.* by loan ; and to empower them—

Objects.

To make a Railway (11 miles 3 chains) from the Great Western Railway, in the parish of Lanwonno, in the county of Glamorgan, to the Rhymney Railway in the parish of Eglwysilan, near Caerphilly, in the same county ; and a Branch (25 chains) in the parish of Lanwonno, to the siding of the Great Western Railway which runs to the Navigation Colliery :

To run over the Aberdare Valley Railway, over the Dare Valley Railway, over the Vale of Neath Railway (including the Dare and Amman Branches), over the Rhymney Railway, and its Caerphilly Branch and intended Line between Cardiff and Caerphilly, over the portion of the Great Western Railway between Middle Duffryn Colliery, near Mountain Ash, and the Rhymney Junction at Hengoed, over the Rhymney Junction Railway, over the Junction Railway between the Great Western and the Taff Vale Railways at Mountain Ash, over the portion of the Taff Vale Railway between Mountain Ash and Mill Street Stations, over the portions of the Rumney Line and Caerphilly Branch of the Brecon and Merthyr Tydfil Junction Railway Company, between the Caerphilly Branch of the Rhymney Railway and the Bassaleg Junction, over the portions of the Monmouthshire Railway between the Bassaleg Junction and the Newport Docks, the Alexandra Docks, and the Wharves on the River Usk, at Newport, and over the Waterloo Junction of the Monmouthshire and Great Western Railways at Newport, and to use the sidings and stations on those lines :

To have traffic facilities by through booking and through carriages from the Great Western, the London and North Western, the Rhymney, the Dare Valley, the Taff Vale, the Vale of Neath, and the Brecon and Merthyr Tydfil Junction Railway Companies, and the Monmouthshire Railway and Canal Company :

To enter into arrangements with those eight Companies or any of them with respect to the working and traffic of the new Railway.

Observations.

Section 5. It would be more accurate, and it seems desirable, to add after "Subject to the provisions of this Act," the words "and of the Acts and parts of Acts incorporated herewith."

Sections 25 and 26. Reference may be made to the observations on "Dimensions of Bridges" in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 26.

Section 39. See the Observations on "Running Powers" in the above-mentioned General Report, page 25.

2. *Afon Valley Railway Bill.*

Objects.

It is proposed by this Bill to enable the Afon Valley Railway Company—

To cancel unissued shares in their authorised capital to an amount not exceeding 65,000 £., and to issue new shares in lieu thereof:

To divide ordinary shares into preferred and deferred half shares.

No observation by the Board of Trade appears necessary.

Board of Trade,
February 1868.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[1. *Aberdare Valley and Caerphilly Junction
Railway Bill.*]

[2. *Afon Valley Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WORKS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Bedford and Northampton Railway Bill.

It is proposed by this Bill to enable the Bedford and Northampton Railway Company— Objects.

To make, in lieu of parts of the Railways authorised by the Company's Act of 1865, the following Railways, viz.:

No. 1 (2 miles 37 chains), between points in the Company's authorised lines at Great Houghton and in Northampton;

No. 2 (65 chains), to connect No. 1 with the Midland Railway siding, in the parish of Hartingstone;

No. 3 (33 chains) to connect No. 1 with the Blisworth and Peterborough line of the London and North Western Railway, in the parish of Hartingstone:

To make a new road and a new footpath; to widen certain streets; and to make two diversions in the River Nene, at and near Northampton:

To enter into agreements with the Corporation of Northampton with reference to the works proposed in that town; and to the sale to the Corporation of lands acquired by the Company, but not required for the purposes of their Act:

To divide any share of the Company's capital into preferred and deferred half shares:

And to enter into arrangements with the Midland Railway Company with respect to the working and traffic of the Company's Railways.

Sections 4, 5, 19, 20, and 21. It would be more accurate, and it seems Observations.
desirable, to add, after “ Subject to the provisions of this Act,” the words “ and the Acts and parts of Acts incorporated herewith.”

Section 16. With reference to the proposed period of five years for completion of the works, it is to be observed, that as the proposed Railways are substitutions for lines authorised in 1865, the effect of this section may be to postpone for one year the completion of those lines.

Section 17. Reference may be made to the observations on “ Dimensions of Bridges ” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 26.

Section 23. “ The South Eastern Railway Act, 1865,” in the last line, seems erroneous.

Section 25. “ Required,” in line 34, seems a misprint for “ acquired.”

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Belford and Northampton Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL Bills, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Berwickshire Railway Bill.

It is proposed by this Bill—

To enable the Berwickshire Railway Company to raise additional sums Objects.
of 30,000 *l.* by shares and 10,000 *l.* by loan :

And to enable the North British Railway Company to subscribe an
additional sum of 30,000 *l.* to the Undertaking of the Company ; and to
raise this amount by new shares or stock.

Section 2. It is to be observed that the provisions of the Companies Clauses Observations.
Consolidation (Scotland) Act, 1845, relating to the general meetings of the Com-
pany, and the exercise of the right of voting by the shareholders, the making of
dividends, and the giving of notices (which are referred to in Section 13 of this
Bill), are not proposed to be incorporated with respect to the Berwickshire
Railway Company.

Section 5. It would be more accurate, and it seems desirable, to add, after
“ subject to the provisions of this Act,” the words “ and of the Acts wholly or
partially incorporated herewith.”

Sections 16, 17, and 18. It would be in accordance with the practice of Parlia-
ment to apply the provisions of these clauses to the North British Railway
Company as well as to the Berwickshire Railway Company.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Berwickshire Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

1. *Birmingham and Sutton Coldfield Extension Railway Bill.*
 2. *Bishops Castle Railway Bill.*
-

1. *Birmingham and Sutton Coldfield Extension Railway Bill.*

It is proposed by this Bill to enable the Birmingham and Sutton Coldfield Objects.
Extension Railway Company to make—

Railways (Nos. 1, 2, 3, 4), of an aggregate length of 19 miles 46 chains, to connect the Company's authorised Line and the South Staffordshire Railway near Lichfield, with the Churnet Valley Line of the North Staffordshire Railway at Uttoxeter; and a deviation, 64 chains in length, from the Company's authorised Line at Sutton Coldfield:

To raise further sums of 250,000 *l.* by shares, and 83,000 *l.* by loan:

And to run over the Churnet Valley Line of the North Staffordshire Railway between the junctions therewith of Railway No. 2 and the Uttoxeter Station, and to use that station and other stations, &c. on that portion of the Line.

Section 8. It is to be observed that this Bill does not propose to enable mort- Observations.
gages under this clause to obtain the appointment of a receiver.

Section 14 would seem to allow five years for the completion of the proposed deviation of the Company's authorised Line, which might have the effect of postponing for four years the completion of that Line, at present limited to 21 July 1867.

Section 16. With respect to these numerous departures from the provisions of “The Railways Clauses Consolidation Act, 1845,” reference may be made to the Observations on “Dimensions of Bridges,” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 26.

Section 19. It would be more accurate, and it seems desirable, to add after "last mentioned Act," in the last line, the words "or the recited Act."

Section 23. See the Observations on "Running Powers," in the above-mentioned General Report, page 25.

2.—*Bishops Castle Railway Bill.*

Objects.

It is proposed by this Bill—

To enable the Bishops Castle Railway Company to run over the Cambrian Railways between the junction with their Railway in the parish of Montgomery, and the junction with the Mid-Wales Railway, south of Llanidloes, and the portion of the Shrewsbury and Potteries Junction Railway, or any extension of that Railway between the Bishops Castle Railway and Shrewsbury.

The Shrewsbury and Potteries Junction Railway Company are also to be enabled to run over the Bishops Castle Railway between Minsterley and Chirbury; and both Companies are to use the stations over the portions of line for which running powers are sought.

Observations.

Sections 2 and 3. Reference may be made to the observations on "Running Powers" in the General Report of the Board of Trade on Railway, &c. Bills of this Session, page 25.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

- [1. *Birmingham and Sutton Coldfield Extension Railway Bill.*]
[2. *Bishops Castle Railway Bill.*]
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FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

15—CXXXIII.

Under 1 oz.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

1. *Brean Down Docks Bill.*
 2. *Brecon and Llandovery Junction Railway Bill.*
-

1. *Brean Down Docks Bill.*

It is proposed by this Bill to empower the Brean Down Harbour Company (incorporated in 1862, for constructing a Pier so as to form a Harbour in the Bristol Channel, at Brean Down) to make—

Docks on the southern side of the river Axe, in the parish of Brean, in the county of Somerset ;

A Road (including a Bridge with an opening span over the river Axe), between Brean and Uphill, for which tolls may be taken ;

To be completed within *ten* years :

To divert into the Docks the waters of the river Axe ; but without narrowing or diminishing the depth of its low-water channel :

To raise further sums of 240,000 *l.* by new ordinary or preference shares, and 80,000 *l.* by loan :

To contract with the Bristol and Exeter Railway Company with respect to the use and maintenance of the proposed works, and to the traffic between the Docks and the Railways of the respective Companies.

Section 2. It seems to be a question whether, in respect of the proposed powers to construct a Road, and for that purpose to enter on lands compulsorily, the incorporation may not be necessary of some of the provisions of the “ Railways Clauses Consolidation Act, 1845.”

Observations.

Section 3. It is to be observed that some of the incorporated sections of the Railways Clauses Act, 1863, refer to “ work,” not to “ Railways ;” it would be therefore more accurate to add, “ or work ” after “ Railway,” in line 14 of page 4 of this Bill.

Section 5. With respect to the proposed power to create preferential capital to the extent of 240,000 *l.* for the new purposes it is to be observed, that the Company’s present authorised ordinary share capital is 75,000 *l.*, and it may be matter for inquiry what progress they have made towards completing the works authorised by their Act of 1862.

Section 19. After “ subject to the other provisions of this Act,” should be added, and “ to the provisions of the Acts and parts of Acts incorporated herewith.”

Section 20 declares that the bridge over the River Axe shall be made with seven spans.

It is to be observed, however, that if the construction of a bridge at the place in question be authorised, it may be found desirable when the plans are submitted to the Board of Trade, pursuant to the provisions of the General Acts, that there shall be fewer than seven spans, in order that the spans may be of adequate width.

It will, therefore, be proper to omit the intended number of the spans, and to prefix to this clause the words "subject to the provisions of the Acts and parts of Acts incorporated herewith."

Interference with Tidal Waters.

Tidal waters.

Interference with Tidal Waters is proposed by this scheme in the following instances, viz. :—

1. The construction of Docks on the River Axe, in the Parish of Brean.
2. A Road (including a Bridge over the River Axe), of seven openings, each forty feet wide, the centre one forming a swivel opening, from the intended Docks to Uphill.

Such interference renders necessary the incorporation as proposed in this Bill of "The Harbours, Docks, and Piers Clauses Act, 1847," and of the provisions of "The Railways Clauses Act, 1863," which are specified in Section 2 of this Bill.

My Lords, however, have to observe, that the River Axe, at its entrance, near to the site of the proposed Roadway Bridge connecting the Docks with the village of Uphill, is used by coasters for anchorage, and the construction of a Bridge, even with a swivel opening, where the tides rise to the height of 37 feet at springs, and consequently must run with great velocity, might prove dangerous to vessels running up during strong winds. It is, therefore, a question whether it is necessary to create this danger for the sake of crossing so near the Docks. If not, it would be better that the Roadway should be made in connection with the proposed Railway crossing higher up.

2. Brecon and Llandovery Junction Railway Bill.

It is proposed by this Bill to extend the time allowed to the Brecon and Llandovery Junction Railway Company, (1) for the compulsory purchase of lands for their Railway, authorised in 1863, from the 28th July 1866 for two years; and (2) for the completion of the Railway, from the 28th of July 1868 for three years.

No observation by the Board of Trade appears necessary.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

- [1. *Brean Down Docks Bill.*]
[2. *Brecon and Mandonery Junction Railway Bill.*]
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FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

15—CXXXIV.

Under 1 oz.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session."

Bromyard and Hereford Railway Bill.

It is proposed by this Bill to incorporate "The Bromyard and Hereford Railway Company," with a capital of 180,000 *l.* in 10 *l.* shares, and 60,000 *l.* on loan to empower them—

To make the following Railways, viz :—

No. 1 (9 miles 70 chains) from a double junction with the Worcester, Bromyard and Leominster Railway at Bromyard, to a point in the parish of Yarkhill, adjoining the Worcester and Hereford Railway;

Nos. 2 and 3 (5 miles 55 chains in aggregate length), from (No. 1) at Yarkhill, passing alongside portions of the Worcester and Hereford and Shrewsbury and Hereford Railways, to the north spur of the Hereford, Hay and Brecon Railway, near Hereford;

No. 4 (30 chains) to connect (No. 1) at Yarkhill, with the Worcester and Hereford Railway;

No. 5 (34 chains) to connect (No. 2) with the Shrewsbury and Hereford Railway, near Shelwick Court;

To enter into working and traffic arrangements with the Great Western, the Worcester, Bromyard and Leominster, the Shrewsbury and Hereford, the Hereford, Hay and Brecon, and the London, Worcester and South Wales Railway Companies:

To run over the Railways of the Great Western, the Worcester, Bromyard and Leominster, and the Hereford, Hay and Brecon Railway Companies, and to use the Stations on those Railways.

Section 5. It would be more accurate, and it seems desirable, to add after Subject to the provisions of this Act" the words "and of the Acts and parts of Acts incorporated herewith." Observations.

Section 36. Reference may be made to the observations on "Running Powers" in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 25.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[Bromyard and Hereford Railway Bill.]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(Mr. Milner Gibson.)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Bute Docks, Cardiff, Bill.

BY this Bill it is proposed to enable the Trustees of the will of the late Marquess of Bute—

To reclaim a portion of “Cardiff Flats,” adjoining the eastern side of the “Entrance Channel” (formed under powers granted to the Marquess by Acts of 1830 and 1834):

To make thereon two new Docks, a Graving Dock, a Low-Water Pier, and other works:

To improve the “Entrance Channel:”

To make four Railways, of an aggregate length of 2 miles 31 chains, to connect the Rhymney Railway Low Level Line, and the Bute Dock Branch of the Great Western Railway, with the intended Docks and Pier:

To take rates for the Docks, Pier, and Railways.

The Bill also confirms an agreement (in a schedule) between the Trustees and the Rhymney Railway Company; provides for the use of the new Railways and the Low Level Line of the Rhymney Railway, by the Taff Vale, the Great Western, the London and North Western, and the Brecon and Merthyr Tydfil Junction Railway Companies; and repeals clauses in “The Bute Docks Act, 1865” which removed previous restrictions on charges that might be made by the Taff Vale Railway Company for certain traffic.

Section 2. The clause of “The Railways Clauses Consolidation Act, 1845,” relating to works below high-water mark is Section 17, not Section 117. Observations.

As it is proposed by this Bill to authorise the construction of a road and Railways, interference with an important sewer, stopping up, &c., of roads and streams, it seems necessary that there should be incorporated with the Bill the whole of “The Railways Clauses Consolidation Act, 1845,” and not merely the small portions of that Act at present specified in the Bill.

In order to make the provisions for the protection of navigation contained in Sections 13—19, in Part III. of “The Railways Clauses Act, 1863,” which are incorporated with this Bill, duly applicable to all the intended works in tidal waters, there should be added to Section 2 the explanation that in Section 17 of “The Railways Clauses Consolidation Act, 1845” and in Part III. of “The Railways Clauses Act, 1863,” the words “Work” and “Railway” shall extend to and include all works below high-water mark to be authorised by this Bill.

It is further to be observed, that Section 2 excepts from incorporation with the Bill, among other provisions of “The Harbours, Docks, and Piers Clauses Act, 1847,” Sections 25 and 26 of that Act, which postpone the levying of rates authorised by the special Act, until the works in respect of which they are to be levied have been certified to be fit for their purpose. There is no apparent ground for the proposed exception from the general law in this case.

Sections 17—20 purport to reserve certain powers to the Board of Trade with respect to works “on the foreshore.” As the works to be authorised by the Bill include a Pier and other works below low-water mark, these clauses, if they be retained in the Bill, should apply to all works in tidal water to be authorised by the Bill.

But the provisions in these clauses would be rendered unnecessary by the general enactments above referred to, which are incorporated in this Bill, if those enactments are explained as above suggested under Section 2.

Section 23. It appears to be a question whether the permanent power of executing additional works, and works of enlargement, contained in this clause, would not nullify the limitation of time contained in Section 22 of this Bill.

Section 61. In order that this clause may be in conformity with the corresponding clause (Section 95) in “The Bute Docks Act, 1865,” and with the practice of Parliament, there should be added to it the words, “or from the provisions of ‘The Merchant Shipping Act, 1854,’ or of any Acts amending that Act, or from any present or future General Acts relating to lights, buoys, and beacons, or the rights, powers, and privileges of the general light-house authorities.”

Interference with Tidal Waters.

Tidal waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz. :—

This new system of Docks, Basins, Graving Docks, Staiths, &c., communicating with the entrance channel of the existing Bute Docks, is situated within an embankment to be constructed on Cardiff Flats, and which commences at a point 15 yards west of the mouth of the town sewer, in the parish of St. Mary, Cardiff, runs seawards in the form of a segment of a circle for some distance, then turning nearly parallel to the shore line runs to a pier about 1,400 feet long (which terminates on the western side of the entrance channel, about 600 feet north of its junction with the River Taff), and then turning inland runs to the Breakwater of the Bute Tidal Harbour crossing its mouth;

Railway No. 1 terminates on the proposed pier;

Railway No. 2 is wholly situated within the proposed embankment.

The new road runs from the commencement of the pier across the foreshore to be reclaimed by the embankment.

Power to dredge, deepen, and improve the entrance channel of the River Taff.

A Sewer running for a considerable distance on Cardiff Flats, from a point on the proposed embankment.

Such interference, if sanctioned, would render necessary the incorporation of in the Bill of “The Railways Clauses Consolidation Act, 1845;” The Harbours, Docks, and Piers Clauses Act, 1847;” and Sections 13 to 19, both inclusive (“Protection to Navigation”), of “The Railways Clauses Act, 1863.” And the Bill should state that in construing those sections of the last-mentioned Act, the words “Work” and “Railway” shall be taken to mean the Embankment, Railways, Roads, and other Works authorised by this Bill.

So far as those portions of the proposed Works which include the formation of the Docks and Pier are concerned, there seems to be no material objection, as they do not occupy so much of the Cardiff Flats as to offer any serious impediment to the very general use of them by vessels for anchorage ground.

But this is not the case with Clause F, Section 11, if the “embanking” of the River Taff “between its junction with the Entrance Channel and its mouth seaward” means the raising of Embankments on the sides of that portion of the River, so as to rise above the general level of the “Flats,” because such embankments would offer a very serious and dangerous impediment to vessels using the Flats, over which they can work or sail according to the height of the tide.

And furthermore, as the bend of the river approaches within a short distance of the Penarth Dock, the vessels leaving or approaching these Docks would find a

difficulty in so doing during certain winds, until the tide had risen sufficiently high to permit them to pass safely over the embankments; such embankments would also tend to raise the level of the "Flats" by the arrest of deposits, and thereby impair their usefulness.

It does not appear that such embankments are intended by the promoters, as the small sections do not show them; but they should be strictly guarded against.

The erection of beacons on the sides of the river would also prove inconvenient, and probably occasion damage.

It is essential that the promoters should be compelled to deposit the material raised by the dredge in deepening the channels, so that it cannot be washed into the roadstead, or in any way lessen the depth of the navigable water.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Bute Docks, Cardiff, Bill.*]

FURTHER REPORT of the Board of TRADE on
the RAILWAY and CANAL Bills, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

15—CXXXVI.

Under 1 oz.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Caithness Railways Bill.

It is proposed by this Bill to incorporate “The Caithness Railway Company,” Objects. with a capital of 130,000 *l.* in 10 *l.* shares (which may be divided into preferred (6 per cent.) and deferred half shares), and 43,000 *l.* by loan; and to empower them—

To make a Railway (21 miles 60 chains) from Wick, passing by Castle-town, to Thurso.

The Highland Railway Company are to be empowered to subscribe 10,000 *l.*, and to raise that sum by new ordinary or preference shares.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following Tidal Waters. Instance, viz. :—

The Railway skirts the water of Wick above Wick Bridge.

Such interference renders necessary the incorporation in the Bill of “The Railways Clauses Consolidation (Scotland) Act, 1845,” and of sections 13 to 19, both inclusive, “Protection to Navigation,” of “The Railways Clauses Act, 1863.”

The Bill proposes to incorporate both of these enactments.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Cathness Railways Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

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Calne Railway Bill.

It is proposed by this Bill to enable the Calne Railway Company—

Objects.

To make an Extension Railway at Calne, 1 mile 44 chains in length, from their existing line to a double Junction with the authorised line of the North and South Wiltshire Junction Railway :

To raise further sums of 25,000 *l.* by new ordinary or preference shares and 6,000 *l.* by loan :

And to lay down narrow-gauge rails upon their existing Railway.

The new line is to be either broad, narrow, or mixed gauge.

Section 2. It is usual, and it seems desirable, to incorporate besides the clauses here referred to, those clauses of the Companies Clauses Consolidation Act, 1845, which relate to the general meetings of the Company, and the exercise of the right of voting by the shareholders, the making of dividends, and the giving of notices. Observations.

Section 6. The terms of this section, giving the Company power to attach to any shares “ any preferential dividend with or without any privileges which the Company may think fit,” and to issue fresh shares “ with or without any special advantages,” seem to leave in each case the maximum rate of preferential dividend unlimited, either by the provisions of this Act, or by the 13th section of “ The Companies Clauses Act, 1863.” This does not appear to be in accordance with the practice of Parliament. Section 6 does not contain the usual restriction, that shares issued for the purpose of redeeming other shares shall not exceed in nominal amount the shares to be redeemed thereby.

Section 10. It may deserve consideration whether there should not be added after this section a clause enabling the mortgagees to obtain the appointment of a receiver.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Cable Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and
BILLS relating to HARBOURS, DOCKS, and
TIDAL WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

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RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Central Cornwall Railway Bill.

It is proposed by this Bill to enable the Central Cornwall Railway Company— Objects.

To run over the Bodmin and Wadebridge Railway, over the portions of the Devon and Cornwall, the North Devon, the Exeter and Crediton, the Bristol and Exeter, the London and South Western, and the South Devon Railways, which lie between Okehampton and the Queen Street and St. David's Stations respectively at Exeter; over the Launceston and South Devon, and the South Devon and Tavistock Railways; over the portion of the South Devon Railway, including the Sutton Harbour Branch, between the junction therewith of the South Devon and Tavistock Railway and Plymouth; and over the portion of the Cornwall Railway, between the junction therewith of the Company's Line at Truro and Falmouth; and to use the Stations at Okehampton, Exeter (both Queen Street and St. David's), Falmouth and Plymouth (both Mill Bay and Sutton Harbour), and the other stations on the above Line :

To enter into working and traffic arrangements with the London and South Western, the Bristol and Exeter, and the Devon and Cornwall Railway Companies, or any of them; and into traffic arrangements with the Midland Railway Company.

The Bill provides for the laying down of additional rails for the narrow gauge on the Launceston and South Devon Railway, and on the portion of the Cornwall Railways, between Truro and Falmouth, on terms to be settled by arbitration in default of agreement.

Section 4. Reference may be made to the Observations on “ Running Powers” Observations. in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 25.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Central Cornwall Railway Bill.*]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Central Wales Extension Railway Bill.

It is proposed by this Bill—

Objects.

To authorise the Central Wales Extension Railway Company to build hotels near their stations at Llandrindod and Llanwrtyd, and to raise additional sums of 150,000 *l.* by shares, and 50,000 *l.* by loan :

To extend the time for the completion of the Railway, from the 3d of July 1865 until the 3d of July 1867.

Section 3. This Bill does not incorporate the portions of the “ Companies Clauses Consolidation Act, 1845,” usually incorporated when additional share and loan capital is authorised to be raised. Observations.

Section 5. With reference to the power of issuing preference shares for new works, it is to be observed that the Company have not yet opened the whole of their line.

Section 8. It may deserve consideration whether there should not be added after this section a clause enabling mortgagees to obtain the appointment of a Receiver.

Section 12. If this extension of time is sanctioned, it seems desirable that the Bill should contain some further explanation of its effect, with respect to the deposit clause, Section 50, of this Company’s Act of 1860.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Central Wales Extension Railway Bill.*]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL Bills, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons
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RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Cheshire Lines Bill.

It is proposed by this Bill—

Objects

To enable the Great Northern Railway Company to run over a part of the Newton and Compstall Branch of the Manchester, Sheffield, and Lincolnshire Railway Company, between the respective junctions therewith of the latter Company's Godley and Woodley Branch, and of the Stockport and Woodley Junction Railway:

To enable the Great Northern, the Manchester, Sheffield, and Lincolnshire, and the Midland Railway Companies—

To acquire additional lands for Station accommodation, and to alter roads and streets at Toxteth Park, Liverpool, and at Heaton Norris, near Manchester;

To carry Railway No. 3, authorised by the “Cheshire Lines Transfer Act, 1865,” on the level across a turnpike road in the parish of Great Budworth:

To admit the Great Northern and the Midland Railway Companies to a joint ownership with the Manchester, Sheffield, and Lincolnshire Railway Company in the latter Company's Godley and Woodley Branch:

To dissolve the Chester and West Cheshire Junction Railway Company, and to vest their undertaking in the above-named three Companies:

To provide for the management of the above-mentioned Godley and Woodley Branch, and Chester and West Cheshire Junction Railway, by the “Cheshire Lines” committee of the above-named three Companies:

To authorise each of the above-named three Companies to raise further sums of 40,000 *l.* by shares (ordinary or preferential), and 13,300 *l.* by loan.

Section 2. It is usual, and it seems desirable, to incorporate besides the parts of “The Companies Clauses Consolidation Act, 1845,” here referred to, the clauses of that Act with respect to the general meetings of the Company and the exercise of the right of voting by the shareholders, the making of dividends, and the giving of notices. Observations.

It may deserve consideration whether “The Railways Clauses Consolidation Act, 1845,” should not be incorporated with the Bill, with a view to regulating the

the alterations of roads specified in Section 9, and the level crossing to be authorised by Section 10.

Section 5. Reference may be made to the observations on "Running Powers" in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 25.

Section 9. The stoppage of streets is not, as is usual, made dependent on the previous construction of the new street or bridge, for the completion of which there will thus be no security.

Section 10. This clause does not, as the practice of Parliament seems to require, expressly declare the level crossing to be "Subject to the provisions in 'The Railways Clauses Consolidation Act, 1845,' and in Part I. of 'The Railways Clauses Act, 1863,' contained in reference to the crossing of roads on the level." Such reference to these enactments is especially desirable in the present case of a new level crossing by a Railway which has been authorised by a previous Act.

Sections 15-31. It may deserve consideration whether by the incorporation with this Bill of Part V. of "The Railways Clauses Act, 1863," Sections 15-31 might not with advantage be omitted from the Bill.

Section 16. It seems to be a question, having regard to the additional powers of raising money to be given to the three Companies by this Bill, whether it is intended that the powers of raising money conferred on the Chester Company may be exercised by the three Companies, and it seems desirable that the Bill should be explicit on that point.

Sections 51, 56 and 67. The Bill does not propose to enable the respective mortgagees under these sections to obtain the appointment of a receiver.

Section 72. It seems to be a question whether this express saving of the guarantee by the Manchester, Sheffield, and Lincolnshire Railway Company to the West Riding and Grimsby Railway Company can be necessary; and whether the proposed mention of that guarantee may not give rise to doubt as to the saving of other existing guarantees and preferences over the new preferential capital to be created by the Manchester, Sheffield, and Lincolnshire Railway Company under this Bill.

Board of Trade,
February 1866.

W. D. Fane

RAILWAY AND CANAL, &c. BILLS.

[*Cheshire Lines Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

15—CXLI.

Under 1 oz.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Cork and Youghal Railway Bill.

THIS Bill recites that the Cork and Youghal Railway Company (in the Bill Objects. called the Company) have incurred debts to a considerable amount beyond their mortgage debts, and they have not the means of paying their debts, and that the Great Southern and Western Railway Company (in the Bill called the Southern Company) are willing to provide a fund towards the payment, satisfaction, or discharge of the debts, liabilities, and engagements of the Company, by creating and appropriating for that purpose a sum of 310,000 *l.* of the ordinary stock of the Southern Company, to be deemed fully paid up, and they have introduced into Parliament in the present Session a Bill (The *Great Southern and Western Railway Bill*) for enabling them to create and appropriate the same accordingly.

The present Bill provides that, if before “Michaelmas Day,” 1867, an Act is passed for authorising the Southern Company to create and appropriate for the purposes of this Bill 310,000 *l.* of their ordinary stock, the undertaking of the Company, comprising a Railway from Cork to Youghal, and a Branch to Queens-town, shall be vested in the Southern Company, freed from all debts, liabilities, and engagements of the Company, other than liabilities with respect to the purchase of lands for the purposes of the Company’s Railways.

The Court of Chancery in England is to have jurisdiction with respect to the winding-up of the Company; and the winding-up is to be deemed to have commenced on 17 November 1865, and is to be proceeded with as if the Company were formed and registered under “The Companies Act, 1862.”

The 310,000 *l.* ordinary stock of the Southern Company is to be registered in the name of the official liquidator in the winding-up, and is to be sold by him; and the proceeds of the sale are to be applied by him—

- (1.) In payment of the costs of this Bill ;
- (2.) In payment of compensation and expenses for completing purchases of lands taken by the Company ;
- (3.) In payment of costs, charges, and expenses incurred by the Company after the 15th day of March 1865, in and about actions and suits and legal proceedings against them, and the negotiations between them and the Southern Company with respect to the arrangement effected by this Bill.
- (4.) The surplus to be distributed as assets of the Company.

Various parts of the arrangement proposed to be confirmed by this Bill appear, Observations. as presented in the Bill without explanation, to be novel and arbitrary, and to call for a fuller statement of the grounds on which they rest.

Having regard to the saving of adjudications of the bankruptcy of Railway Companies in Ireland made before 1 April 1865, which is contained in "The Irish Bankrupt and Insolvent Amendment Act, 1865," it seems to be matter for inquiry whether any proceedings in bankruptcy are pending which will be interfered with by the proposed scheme; and on what grounds the jurisdiction is to be vested in the Court of Chancery in England, instead of the Court of Chancery in Ireland; also why the Official Liquidator is to accept the price for the undertaking fixed in this Bill, instead of having power to sell it, pursuant to the 95th section of "The Companies Act, 1862"; and why the proceeds of the sale of the Company's property are to be applied, as proposed in Section 13, in payment of costs incurred by them in legal proceedings against them, irrespective of the fitness of their having incurred those costs, and without providing for the costs which other parties may have not improperly incurred in bringing those proceedings against the Company, and which might otherwise be recoverable against the Company; and why such costs of the Company are to be paid before payment of the debts of the Company.

Sections 6 and 13. It seems to be a question whether the provision in Section 6, that the "vested property" is to be vested in the Southern Company, subject "to all liabilities with respect to the purchase of lands for the purposes of the Company's Railways," is consistent with the provision in Section 13 for payment, by means of the consideration to be received from the Southern Company, "of the compensation and expenses for completing the purchases of lands taken by the Company."

Section 7. This clause differs from the 55th section of "The Railways Clauses Act, 1863," which is incorporated with this Bill, in containing the words "and except only as is by this Act otherwise provided." If the scheme of this Bill renders the retention of these words necessary, it would seem that the proviso at the end of Section 7 of this Bill should be omitted as being inappropriate.

Section 9. It seems to be a question whether in the case of the passing of this Bill before the *Great Southern and Western Railway Bill*, it is intended that the winding up proceedings shall commence immediately, inasmuch as Section 2 seems to make the whole operation of this Bill dependent on the passing of the other Bill.

Section 10. Assuming that it appears to the Committee to be right that the winding-up of the Company shall be deemed to have commenced on the 17th November 1865, or on some other past day, it is still a question whether it can be fitting to add, as is proposed in Section 10, a declaration that "all claims against the Company, of whatever amount or degree, which were not existing on that day, and all liabilities of the Company incurred after that day, and for the satisfaction of which express provision is not made by this Act, shall be postponed to all other claims against and liabilities of the Company."

If such a declaration will actually affect the relative positions of creditors of the Company, as appears to be its intended effect, Parliament in adopting it would be undertaking a judicial function by adjusting the priorities of the creditors *inter se*. If the declaration will not affect the relative positions of any creditors, it seems to be superfluous, and would be properly omitted.

Section 13. It seems to be a matter for inquiry why the assets of the Company arising from sale of their mortgaged undertaking, are to be applied in payment of their own costs of legal proceedings against them in priority to their mortgage debts; and further, why the 15th day of March 1865, is fixed upon for the purpose of this provision.

Section 17. Some explanation of the expression "the Railway," in this clause, seems desirable, to show whether it refers to the Cork and Youghal Railway, or the Great Southern and Western Railway, or to both, as it might not improperly do.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Cork and Youghal Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“ THAT the BOARD OF TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Craven Junction Railway Bill.

IT is proposed by this Bill to incorporate “ The Craven Junction Railway Company ” with a capital of 120,000 *l.* in 10 *l.* shares, and 40,000 *l.* on loan ; and to empower them— Objects.

To make a Railway (6 miles 60 chains) from the authorised Ribblesdale Railway, in the parish of Gisburne, to the Leeds and Bradford Extension of the Midland Railway near the Earby Station :

To enter into agreements with the Ribblesdale Railway Company with reference to the construction of that portion of the Railway which adjoins the authorised line of that Company, and also with reference to the construction and management of a joint station at Chatburn :

To enter into working and traffic arrangements with the Ribblesdale and the Midland Railway Companies, or with either of them :

To run over the Ribblesdale Railway between the junction therewith of the proposed Railway and Chatburn ; and over the portion of the Leeds and Bradford Extension of the Midland Railway between the junction therewith of the proposed Railway and the Earby Station ; and to use the stations at Chatburn and Earby.

Section 5. It would be more accurate, and it seems desirable, to add after “ subject to the provisions of this Act ” the words “ and of the Acts and parts of Acts incorporated herewith. ” Observations.

Section 22. Reference may be made to the observations on “ Dimensions of Bridges ” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 26.

Sections 37 and 39. See the observations on “ Running Powers ” in the above-mentioned Report, page 25.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Crauen Junction Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Crofthead and Kilmarnock Extension Railway Bill.

It is proposed by this Bill, in order to give effect to provisions contained in Objects.
“The Crofthead and Kilmarnock Extension Railway Act, 1865,” and in “The Glasgow and South Western Railway (Kilmarnock Direct) Act, 1865,” with respect to the junctions to be effected between the lines authorised by those Acts,—

To enable the Crofthead and Kilmarnock Extension Railway Company to make Railways, No. 1, 1 mile 42 chains in length, at Stewarton, and No. 2, 23 chains in length, near Hill-street, Kilmarnock:

To enable and require the Glasgow and South Western Railway Company to make a deviation, 39 chains in length, of their authorised Kilmarnock Direct Line at Kilmarnock; such new works to be in lieu of portions of the Railways authorised by the above-mentioned Acts, the construction of which is to be abandoned by the two Companies respectively.

Sections 4 and 5. It would be more accurate, and it seems desirable, to add, Observations.
after “subject to the provisions of this Act,” the words “and of the Acts wholly or partially incorporated herewith.”

Section 12. It may be a question whether this clause should not apply also to the South Western Company.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Crofthead and Kilmarnock Extension
Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and
BILLS relating to HARBOURS, DOCKS, and
TIDAL WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

East and West Junction Railway (Capital) Bill.

IT is proposed by this Bill to enable “ The East and West Junction Railway Company” to double their capital by raising further sums of 300,000 *l.* by new ordinary or preference shares, and 100,000 *l.* by loan, and to issue *six* per cent. debenture stock. Objects.

Section 2. It is usual, and it seems desirable, to incorporate, besides the clauses here referred to, those sections of “ The Companies Clauses Consolidation Act, 1845,” which relate to The general meetings of the Company and the exercise of the right of voting by the shareholders, The making of dividends, and The giving of notices. Observations.

Sections 4 and 5. With respect to the proposed power to the Company to create preferential capital “ for the purposes of their undertaking,” by which they might be enabled to apply the preferential capital to the purposes of new works proposed to be authorised by another Bill of this Session, it is to be observed that the Company have not completed their original line.

Section 8. It may deserve consideration whether there should not be added, after this section, a clause enabling the mortgagees to obtain the appointment of a receiver.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*East and West Junction Railway (Capital)
Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“ THAT the BOARD of TRADE do present to this House a REPORT upon
the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS,
DOCKS, and TIDAL WATERS, of this Session.”

East and West Junction Railway (Southam Extension) Bill.

It is proposed by this Bill to enable the East and West Junction Railway Company— Objects.

To make a Railway, 3 miles 43½ chains in length, from the Company's authorised line at Fenny Compton to the authorised line of the Southam Railway Company at Sheepford Bridge :

To raise further sums of 75,000 *l.* by ordinary or preference shares, and 25,000 *l.* by loan :

To divert and stop up certain roads on the Company's authorised line at Park Leys, in the parish of Alderminster, which the Company were not authorised to divert or stop up by their Act of 1864 :

To run over the Southam and the Coventry and Great Western Junction Railways, and to use the stations thereon :

And, to enter into working and traffic arrangements with the Southam and the Coventry and Great Western Junction Railway Companies.

Section 4. It would be more accurate, and it seems desirable, to add, after Observations.
“ Subject to the provisions of this Act,” the words, “ and the Acts and parts of
Acts incorporated herewith.”

With reference to the proposed power to issue, for the purpose of new works, shares with a preferential dividend, it may be observed that the Company have not yet opened their original line.

Section 24. Reference may be made to the observations on “ Running Powers” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 25.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*East and West Junction Railway (Southern
Extension) Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

East Norfolk Railway Bill.

It is proposed by this Bill to enable the “ East Norfolk Railway Company—” Objects.

To make the following Railways, viz., Nos. 1 and 2, of an aggregate length of 9 miles 44 chains, from the Company's authorized line near Salhouse by Horstead to Aylsham ; and, No. 3, 8 miles 49 chains in length from the Company's authorized Railway at North Walsham to Cromer :

To raise further sums of 170,000 *l.* by shares, and 56,600 *l.* by loan :

To extend to the new Railways the powers of the Company to make working agreements, given by their Act of 1864 :

To authorise the Great Eastern Railway Company to subscribe 56,660 *l.*, to the proposed undertaking, and to raise that amount by shares.

Section 2. It is usual, and it seems desirable, to incorporate, besides the Observations. sections of “ The Companies Clauses Consolidation Act, 1845,” here referred to, the provisions of that Act with respect to the General Meetings of the Company, and the exercise of the right of voting by the Shareholders, the making of dividends, and the giving of notices.

Section 4. It would be more accurate, and it seems desirable, to add, after “ subject to the provisions of this Act,” the words “ and the Acts and parts of Acts incorporated herewith.”

Section 6. With reference to the proposed power to issue preferential Shares for the purpose of the new works, it is to be observed that the Company have not yet opened their original line.

Section 15. It would be in accordance with the practice of Parliament to add after this Section a clause enabling the mortgagees to obtain the appointment of a receiver.

Section 17. This clause seems to be equivalent to Section 56 of “ The Companies Clauses Consolidation Act, 1845,” incorporated with the Bill. If it is intended to give wider powers than would be obtained under that Act, this clause seems questionable ; if not, it is unnecessary. In either case it would seem better to omit it.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*East Norfolk Railway Bill.*]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Elham Valley Railway Bill.

It is proposed by this Bill to incorporate “The Elham Valley Railway Company,” with a capital of 300,000 *l.* in 10 *l.* shares, and 100,000 *l.* by loan; and to empower them—

To make the following Railways, viz.:

No. 1 (17 miles 38 chains), from the London, Chatham, and Dover Railway at Canterbury, to a point between Hythe and Fort Twiss;

No. 2 (77 chains), to connect (No. 1) with the Ashford and Canterbury Line of the South Eastern Railway at Canterbury;

No. 3 (35 chains), to connect (No. 1) with the South Eastern Railway at Newington-next Hythe:

To enter into working and traffic arrangements with the London, Chatham, and Dover, and the South Eastern Railway Companies.

Section 5. It would be more accurate, and it seems desirable, to add, after Observations.
“Subject to the provisions of this Act,” the words, “and of the Acts and parts of Acts incorporated herewith.”

It may be a question whether this Bill should not contain the usual provision for notice to the labouring classes for removal from houses required by the Company.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[Elham Valley Railway Bill.]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Ely Valley and Vale of Neath Junction Railways Bill.

It is proposed by this Bill to incorporate “The Ely Valley and Vale of Neath Junction Railways Company,” with a capital of 175,000 *l.*, in 10 *l.* shares, and 58,300 *l.* by loan; and to empower them— Objects.

To make a Railway (No. 1), 9 miles 36 chains, from the Ely Valley Railway, in the parish of Llantrissant, to Blaen-Rhondda, in the parish of Ystrad-y-fodwg; and a Branch (No. 2), 1 mile, to Park Colliery, wholly in the last-named parish, in Glamorganshire:

To run over the Ely Valley Railway and the portion of the South Wales Line of the Great Western Railway between the intended Railway and the Llantrissant Station, and to use that station and all stations on the Ely Valley Railway:

To enter into arrangements with the Ely Valley and the Great Western Railway Companies with respect to the working and traffic of the proposed Railways:

To interchange traffic facilities by through booking and through carriages, and otherwise, with those two Companies.

Section 5. After “Subject to the provisions of this Act,” should be added, “and Observations.
of the Acts and parts of Acts incorporated herewith.”

Section 25. Reference may be made to the observations on “Dimensions of Bridges,” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 26.

Section 38. See the observations on “Running Powers,” in the above-mentioned General Report, page 25.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Ely Valley and Vale of Neath Junction
Railways Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1836.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1836.*

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Ely Valley Railway Bill.

It is proposed by this Bill to enable the Ely Valley Railway Company—

To make new Railways, of an aggregate length of 7 miles 24 chains, Objects.
to connect the Ogmores Valley Railway (by a double junction near Llandyfodwg) with the Company's Gellyrhaid Branch, with the Ely Valley Extension Railway, and with the Llantrissant Common Branch of the Llantrissant and Taff Vale Junction Railway:

To raise further sums of 80,000 £., by new ordinary or preference shares, and 26,000 £. by loan:

To agree with the Great Western Railway Company for the conversion of the shares of the Ely Valley Railway Company into ordinary or preferential shares of the Great Western Railway Company, to be created for that purpose:

To enter into working and traffic arrangements with the Great Western, the Ogmores Valley, the Llynvi Valley, and the Llantrissant and Taff Vale Junction Railway Companies.

Section 2. It is to be observed that the Sections of “The Companies Clauses Consolidation Act, 1845,” with respect to “The Borrowing of Money by the Company,” and “The Conversion of Borrowed Money into Capital,” are not proposed to be incorporated. Observations.

Section 4. It would be more accurate, and it seems desirable, to add, after “Subject to the Provisions of this Act,” the words, “and the Acts and Parts of Acts incorporated therewith.”

Section 9. It may deserve consideration whether there should not be added, after this Section, a clause enabling the mortgagees to obtain the appointment of a receiver.

Section 21. It is proposed by this Section to authorise, in effect, the conversion of all the shareholders in the Ely Valley Railway Company into shareholders in the Great Western Railway Company.

It may deserve consideration whether the Bill should not state any lease that may have been granted of the Ely Valley Railway Undertaking to the Great Western Railway Company, under the recited Act of 1862 (*see* page 2 of this Bill); and whether the Bill should not provide, in the usual manner, that, upon the conversion, the Great Western Railway Company shall represent the Ely Valley Railway Company in respect of all claims and liabilities.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[Ely Valley Railway Bill.]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Esk Valley Railway Bill.

IT is proposed by this Bill to provide for the lease of the undertaking of the Objects.
Esk Valley Railway Company, when completed, to the North British Railway
Company for a term of 999 years from the date of the opening of the Railway
for public traffic, at a yearly rent of 1,350 *l.*, besides the interest on the former
Company's mortgage debt, and all taxes and other outgoings, with liberty to the
North British Railway Company to raise, as their own mortgage debt, the sums
authorised to be raised on mortgage by the Esk Valley Railway Company.

The North British Railway Company are also to be authorised to take on the
leased Railway the tolls allowed for their Border Union Line in lieu of the tolls
authorised by “The Esk Valley Railway Act, 1863.”

Reference may be made to the observations on “Amalgamation, Sale, and Observations.
Lease,” in the General Report of the Board of Trade on the Railway, &c. Bills of
this Session, page 24.

The Bill does not contain the usual provision for the deposit of a copy of the
lease with the clerk of the peace, or for saving the rights of third parties.

It seems to be a question whether the practice of Parliament does not require
the incorporation with the Bill of the provisions, “with respect to leasing the
Railway,” of “The Railways Clauses Consolidation (Scotland) Act, 1845.”

Section 6. It may deserve consideration whether the Bill should not state more
distinctly whether mortgage debt, to be created by the North British Railway
Company under this clause, shall be part of the amount they are already autho-
rised to borrow, or additional to that amount. In the latter case the practice of
Parliament would seem to require the incorporation with the Bill of the provisions,
“with respect to the borrowing of money by the Company on mortgage or bond,”
of “The Companies Clauses Consolidation (Scotland) Act, 1845,” and also a pro-
vision for saving the priority of existing mortgages of the North British Railway
Company.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Esk Valley Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Fochabers and Garmouth Railway Bill.

It is proposed by this Bill to extend the powers limited by the Fochabers and Garmouth Railway Act, 1863, for the compulsory purchase of lands, from the 8th of June 1866 for three years, and for the completion of the Railway (the authorised length of which is 5 miles 66 chains) from the 8th of June 1868 for two years. Objects.

No observation by the Board of Trade appears necessary.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Fochabers and Garmouth Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*On the ed. by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“THAT the BOARD OF TRADE do present to this House a REPORT upon the
RAILWAY AND CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Forth and Clyde Junction and Caledonian Railway Companies Bill.

It is proposed by this Bill—

To effect the amalgamation of the Forth and Clyde Junction Railway Com- Objects.
pany with the Caledonian Railway Company by dissolving the former Company,
and vesting in the latter Company their undertaking, including the right for 40
years from 1862, to run over the Stirling and Dunfermline Railway, and part of
the Caledonian and Dunbartonshire Junction Railway of the Edinburgh and
Glasgow Section of the North British Railway, under a scheduled agreement
with the Edinburgh and Glasgow Railway Company proposed to be confirmed by
the Bill.

The holders of preference stocks in the Forth and Clyde Junction Railway
Company are to become holders of similar stocks in the Caledonian Railway
Company, and the proprietors of ordinary stocks in the dissolved Company are
to become proprietors of “Caledonian Railway Forth and Clyde Junction Ordinary
Stock,” with a guaranteed dividend rising from 1 per cent. for the year
ending the 31st of July 1867 to $3\frac{1}{2}$ per cent. for the year ending the 31st of July
1872, and subsequent years, but subject to deduction for any sum which the
Caledonian Railway Company may have to pay above 76,285 *l.*, on account of the
debts of the Forth and Clyde Junction Railway Company.

It is further proposed by this Bill—

To authorise the Caledonian Railway Company to raise for the redemption of
the (16,480 *l.*) Forth and Clyde 6 per cent. redeemable preference stock, and in
respect of the debts of the Forth and Clyde Junction Railway Company, including
their mortgage debt, 22,508 *l.* 10 *s.* by new ordinary or preference shares, and
64,000 *l.* by loan ;

And to make applicable to the Forth and Clyde Junction Railway, in lieu of
the provisions relating to tolls in the Acts relating to that Railway, other pro-
visions similar to those in force with respect to the Caledonian Railway.

Section 2. It is usual, and it seems desirable, to incorporate, besides the Observations.
clauses of “The Companies Clauses Consolidation Act, 1845,” here mentioned,
the clauses of that Act with respect to the making of dividends and the giving
of notices.

Section 4. It would be more accurate, and it seems desirable, to add, after
“Subject to the provisions hereinafter enacted,” the words “and to the provi-
sions of the Acts and parts of Acts incorporated herewith.”

Reference may be made to the observations on “Amalgamation, Sale, and
Lease,” in the General Report of the Board of Trade on the Railway, &c. Bills
of this Session, page 24.

Section 15. It would be more accurate, and it seems desirable, after “Subject
to the provisions of the other Act or Acts, and of this Act,” to add “and of the
Acts and parts of Acts incorporated herewith.”

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Forth and Clyde Junction and Caledonian
Railway Companies Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD OF TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this SESSION.”

Forth and Clyde Junction and North British Railway Companies Bill.

It is proposed by this Bill to enable the North British Railway Company— Objects.

To run over the Forth and Clyde Junction Railway, and to use the stations thereon :

To enter into arrangements with the Forth and Clyde Junction Railway Company with respect to the working and traffic of that Company's Railway :

To agree with the Forth and Clyde Junction Railway Company for vesting the undertaking of that Company in the North British Railway Company, by amalgamation, sale, or lease :

In the case of amalgamation, the preference or guaranteed shares of the Forth and Clyde Junction Railway Company are to become similar shares in the North British Railway Company, and their ordinary shares are to become ordinary or preference shares in the North British Railway Company, or are to be replaced by new ordinary or preference shares of the North British Company, as may be agreed upon between the two Companies.

Section 2. It is usual, and it seems desirable, to incorporate, besides the Observations. clauses of “The Companies Clauses Consolidation (Scotland) Act, 1845,” here mentioned, the provisions of that Act with respect to the general meetings of the Company and the exercise of the right of voting by the shareholders, the giving of notices, and the making of dividends.

The proposed power to lease also renders proper the incorporation with the Bill, of the provisions “with respect to leasing the Railway,” of “The Railways Clauses Consolidation (Scotland) Act, 1845.”

Section 4. Reference may be made to the observations on “Running Powers,” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 25.

Section 7. See the observations on “Amalgamation, Sale, and Lease,” in the above-mentioned General Report, page 24.

Sections 7, 13, 17, and 19. It would be more accurate, and it seems desirable, to add, after “subject to the provisions of this Act” in each of these clauses, the words, “and of the Acts and parts of Acts incorporated herewith.”

Section 16. It is to be observed that this Bill does not declare, as is usual in such cases, what, after an amalgamation, sale, or lease, will be the position of the mortgage debt, and of the unexercised borrowing power of the Forth and Clyde Junction Railway Company.

It would seem to be in accordance with the practice of Parliament to set forth in the Bill the present particulars of the share and loan capital of the Forth and Clyde Railway Company, and of their unexercised powers of raising money by share or loan.

Section 20. It is to be observed that this Bill does not, as is usual, expressly provide for the dissolution of the Forth and Clyde Junction Railway Company in the case of a sale or an amalgamation.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Forth and Clyde Junction and North British
Railway Companies Bill.*]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Furness Railway Company, and Whitehaven and Furness Junction Railway Companies Bill.

It is proposed by this Bill—

Object.

To effect an amalgamation of the Whitehaven and Furness Junction Railway Company with the Furness Railway Company, as from 1st July 1865, by dissolving the former Company and vesting their undertaking in the Furness Railway Company; the preferential and ordinary capital of the Whitehaven and Furness Junction Railway Company to be preferential capital of the Furness Railway Company, and their ordinary capital to bear a fixed guaranteed 8 per cent. dividend:

That the Furness Railway Company shall afford facilities to traffic passing over the Whitehaven and Furness Junction Railway to and from the Docks at Millan, Whitehaven, and Workington:

To authorise the Furness Railway Company to run over the portion of the Whitehaven Junction Railway between the Branch Station and the North Harbour at Whitehaven, and to use the stations on that line.

Section 2. It seems desirable to incorporate, besides the sections of “The Company’s Clauses Consolidation Act, 1845,” here referred to, the provisions of that Act “with respect to affording access to the special Act to all parties interested.” Observations.

Section 4. Reference may be made to the Observations on “Amalgamation Sale and Lease,” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 24.

Section 16. See the Observations on “Running Powers” in the above-mentioned General Report, page 25.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Furness Railway Company, and Whitehaven
and Furness Junction Railway Companies
Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Great Eastern Railway (Alexandra Park Branches) Bill.

It is proposed by this Bill to enable the Great Eastern Railway Company— Objects.

To make Railways Nos. 1, 2, and 3, of an aggregate length of 1 mile 74 chains, from the Alexandra Palace and from the Alexandra Park Branch of the Edgware, Highgate, and London Railway, at Muswell Hill, to a point near Tottenham Wood House; and No. 4, length 3 miles 17 chains, from the last-mentioned point to a junction with the Company's Railway authorised in 1864, near the Seven Sisters-road, at Tottenham :

To raise further sums of 173,400 *l.* by new ordinary or preference shares, and 57,800 *l.* by loan :

To enter into arrangements with the Muswell Hill Estate Company, Limited, for the construction, working, and management of Railways Nos. 1, 2, and 3.

Provision is made in the Bill for the suspension for two years of the proposed powers to the Great Eastern Railway Company of making Railways Nos. 1, 2, and 3, if the Muswell Hill Estate Company, Limited, should also obtain Parliamentary authority for their construction by their Bill of this Session.

Section 5. In the description of Railway No. 4, at line 22 of page 4, No. 4 Observations. seems to be a mistake for No. 1.

Section 21. It is not usual to allow arrangements for the *construction* of the authorised works of a Railway Company by another Company, as is here proposed.

It is further to be observed that the proposed provision might enable the Muswell Hill Estate Company, Limited, to construct Railways Nos. 1, 2, and 3, although Parliament may have refused the application of that Company for powers for that purpose.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Great Eastern Railway (Alexandra Park
Branches) Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and Bills relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Great Southern and Western Railway Bill.

It is proposed by this Bill to enable the Great Southern and Western Railway Company— Objects.

To make a Railway (half a mile in length), at Cork, to connect the Company's Railway at its terminus with the Cork and Youghal Railway, at Grattan's Hill Road :

And to raise the following sums, namely : for the purchase of the Cork and Youghal Railway, 310,000 *l.*, by new ordinary stock ; for the purposes of the proposed Railway, 15,000 *l.*, by new ordinary or preference shares ; for general purposes of the Company connected with the Cork and Youghal Railway, if purchased, 65,000 *l.*, by new ordinary or preference shares ; for the “purposes,” and for the “general purposes” of the proposed Railway, 103,000 *l.*, by loan ; and “for the purpose of the Railway, and for general purposes connected with the Cork and Youghal Railway,” 26,000 *l.*, by loan.

Section 2. It is usual, and it seems desirable, to incorporate besides the sections of “The Companies Clauses Consolidation Act, 1845,” here referred to, the provisions of that Act with respect to the general meetings of the Company, and the exercise of the right of voting by the Shareholders, and the giving of notices. Observations.

Sections 6 and 11. The Bill states (page 2) that the Great Southern and Western Railway Company have agreed to purchase the Cork and Youghal Railway for the sum of 310,000 *l.*, to be paid in ordinary stock of the Company. As it is proposed by this Bill to give effect to that agreement, it seems to be a question whether the practice of Parliament does not require that the agreement should be set out in a Schedule to the Bill.

Section 10. Having regard to the interpretation in section 2, that the expression, “the Railway,” shall mean “the Railway by this Act authorised,” there seems to be some inaccuracy in the terms of section 10, empowering the Company to borrow 103,000 *l.* “for the purposes of the Railway by this Act authorised, and for the general purposes of the Railway” [*i. e.*, by this Act authorised].

If it is in fact intended that the sum of 103,000 *l.* shall be raiseable for general purposes connected with the Cork and Youghal Railway, the Bill might properly explain in what way it is to be applied. It is to be observed that by the *Cork and Youghal Railway Bill* of this Session, it is proposed that that under-

taking shall, in consideration of the 310,000 *l.* stock, be vested in the Great Southern and Western Railway Company, freed from all debts, liabilities, and engagements, other than liabilities for the purchase of lands.

If by "the general purposes of the Railway," in section 10, is meant, the general purposes of the Great Southern and Western Railway, the proposed borrowing power, resting on the creation of new share capital for the purchase of another Railway, seems questionable, as not being in accordance with the practice of Parliament.

Section 11. It would be in accordance with the practice of Parliament to add, after this section, a clause enabling the mortgagees to obtain the appointment of a receiver.

Section 16. With reference to the proposed term of *five* years for completion, it is to be observed that the new Railway is to be only half a mile in length.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Great Southern and Western Railway Bill*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

15—CLVII.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“THAT the BOARD OF TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and Bills relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

1. *Hexham and Allendale Railway Bill.*
 2. *Highland Railway Bill.*
-

1. *Hexham and Allendale Railway Bill.*

THE objects of this Bill are—

Objects.

To authorise the Admiralty, by the Comptroller of the Greenwich Hospital Estate, to subscribe to and hold shares in the Hexham and Allendale Railway Company to the extent of 10,000*l.*, and to accept paid up shares for the value of such Greenwich Hospital lands as may be taken for the Railway :

To authorise the North Eastern Railway Company to subscribe a further sum of 10,000*l.*, in addition to the sum of 10,000 *l.* already authorised.

No observations by the Board of Trade appears necessary.

2. *Highland Railway Bill.*

It is proposed by this Bill to enable the Highland Railway Company—

Objects.

To make the following Railways and Works, viz. :

No. 1 (11 miles 21 chains), from a point in their existing Railway in Little Dunkeld Parish, near and to the north of the Murthley Tunnel, to a junction with the lines of Railway communicating with the General Railway Station at Perth from the north ;

No. 2 (47 chains), to connect No. 1, north-eastwards, with the Company's existing Railway at the Rohallion Platform, south of the Murthley Tunnel ;

No. 3, a second line of rails (1 mile 77 chains), to double the Company's existing Railway between the proposed junction therewith of No. 1, and their station at Dunkeld :

To raise further sums of 170,000*l.* by new ordinary or preferential shares, and 56,000*l.* by loan.

Section 4. It would be more accurate, and it seems desirable, to add, after “Subject to the provisions of this Act,” the words “and of the Acts and parts of Acts incorporated herewith.”

Observations.

Section 8. The Bill does not propose to enable the mortgagees under this clause to obtain the appointment of a receiver.

Section 15. The usual term allowed for the compulsory purchase of lands is three years, not four, as here proposed.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[1. *Hexham and Allendale Railway Bill.*]

[2. *Highland Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1865;

“THAT the BOARD OF TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and Bills relating to HARBOURS, DOCKS, and
TIDAL WATERS, of this Session.”

Hounslow and Metropolitan Railway Bill.

It is proposed by this Bill to incorporate “The Hounslow and Metropolitan Railway Company” with a capital of 120,000 *l.* in 10 *l.* shares, and 40,000 *l.* by loan, and to empower them— Objects.

To make a Railway (No 1), 3 miles 36 chains, from a point in the authorised line of the Acton and Brentford Railway, at Boston-lane, passing by the north of Hounslow to a point near the turnpike road from Hounslow to Colnbrook; and a Railway (No. 2), 40 chains, to connect No. 1 northwards with the Great Western and Brentford Railway;

To run over and use the Acton and Brentford and the Great Western and Brentford Railways, and their stations;

To enter into arrangements with the Great Western Railway Company with respect to the working and traffic of the new Railways.

Section 2. It is Part Three, not Part Two as here mentioned, of “The Railways Clauses Consolidation Act, 1863,” which relates to working agreements. Observations.

Section 25. With respect to the proposed *four* mile “short distance,” it is to be observed, that the whole length of the intended Railways is less than four miles.

Section 33. *See* observations on “Running Powers” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 25.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[Hounslow and Metropolitan Railway Bill.]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL Bills, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD OF TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Lancashire Union Railways (New Lines) Bill.

It is proposed by this Bill—

To enable the Lancashire Union Railways Company—

Objects.

To make the following Railways:—

No. 1, 3 miles $12\frac{1}{2}$ chains in length, from the Broad Oak Branch of the London and North Western Railway at Parr, near St. Helen's, to the Company's authorised line at Ashton-in-Makerfield;

No. 2 (a Branch from No. 1), 60 chains in length, wholly in the parish of Parr;

To raise further sums of 80,000*l.* by shares, and 26,000*l.* by loan;

To abandon portions of their Railways in the parish of Wigan, authorised by the Company's Act of 1864:

To empower the London and North Western Railway Company to subscribe a further sum of 32,000*l.* to the undertaking of the Company, and to raise that amount in the manner authorised by “The Lancashire Union Railways Act, 1864:”

To repeal Sections 28—31 of this Company's Act of 1864, which give power to the Bridgewater Trustees to make communications with the Railway.

Section 2. It is usual, and it seems desirable, to incorporate, besides the clauses of “The Companies Clauses Consolidation Act, 1845,” referred to in this section, the clauses of that Act with respect to the general meetings of the Company and the exercise of the right of voting by the shareholders, the making of dividends, and the giving of notices. Observations.

Section 4. It would be more accurate, and it seems desirable, to add, after “subject to the provisions of this Act,” the words, “and of the Acts and parts of Acts incorporated herewith.”

Section 8. The Bill does not propose to enable the mortgagees under this clause to obtain the appointment of a receiver.

Section 19. After “Act,” in the last line but two of this Section, should be inserted “1864.”

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Lancashire Union Railways (New Lines)*
Bill.]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL Bills, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Limerick and Castle Connell Railway Bill.

It is proposed by this Bill to enable the Limerick and Castle Connell Railway Company— Objects.

To make a Railway, 65 chains in length, in extension of their existing Killaloe Extension Railway at Ballina to the east shore of the River Shannon; and wharves, landing and shipping places, and other works, for which rates may be taken, in connection therewith :

To raise further sums of 7,500 £. by new ordinary or preference shares, and 2,500 £. by loan :

To enter into arrangements with the Waterford and Limerick Railway Company with respect to the working and traffic of the Railways authorised by “The Limerick and Castle Connell (Killaloe Extension) Railway, 1858,” and by this Bill :

To contract with proprietors of steam or other vessels on the River Shannon for the conveyance of passengers and other traffic to or from the Company’s Railway from or to any place on that River northward of the Company’s wharves :

To enter into traffic arrangements with the Grand Canal Company, the City of Dublin Steam Packet Company, and the Great Southern and Western, the Midland Great Western Railway of Ireland, the Midland Counties and Shannon Junction, the Parsonstown and Portumna, and the Great Northern and Western Railway Companies, or any of them.

Section 2. Having regard to the provisions with respect to working and traffic arrangements in Sections 25 and 28 of this Bill, it would seem to be proper to incorporate with the Bill Part III., relating to “Working Agreements,” of the Railways Clauses Act, 1863. Observations.

Section 3. The Bill does not contain the usual explanation that “clerk of the union” is to be read in the place of “postmasters of the post town in or nearest to such parishes in Ireland.”

Section 4. It would be more accurate, and it seems desirable, to add, after “Subject to the provisions of this Act,” the words “and of the Acts and parts of Acts incorporated herewith.”

Section 8. The Bill does not propose to enable the mortgagees under this clause to obtain the appointment of a receiver.

Section 17. It may be a question whether "Railway" includes the wharves, &c., and whether any time is limited for the exercise of the powers for the execution of works in and at the River Shannon.

With respect to the term of *five* years proposed to be allowed for the completion of the Railway, it may be observed, that the length of the proposed Railway is under three-quarters of a mile.

Sections 21—24. These clauses authorise the taking of rates for the landing places, and the exercise of powers by a pier master. The Bill, however, does not provide for the regulation of the exercise of those powers on the part of the Company and their officer by the usual incorporation of general enactments for that purpose.

It may deserve consideration whether there should not be incorporated with the Bill the provisions of "The Harbour, Docks and Piers Clauses Act, 1847," with "respect to the rates to be taken by the undertakers," and "with respect to the collection and recovery of rates," and "with respect to the appointment of harbour masters, dock masters, and pier masters, and their duties," with the explanation that "Harbour, Dock and Pier" shall include the wharves and landing places proposed to be authorised by the Bill.

Sections 25 and 28. It would seem to be proper to prefix to each of these clauses, authorising working and traffic agreements, the words "Subject to the provisions of Part III. (relating to working agreements) of 'The Railways Clauses Act, 1863.'"

Section 31. It would be in accordance with the practice of Parliament to include in the reservations in this clause the wharves, and the revision and alteration of the rates and charges for the wharves authorised by this Bill.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Limerick and Castle Connell Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

15--CLXI.

Under 1 oz.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

London, Bucks, and Gloucestershire Junction Railway Bill.

It is proposed by this Bill to incorporate “The London, Bucks, and Gloucestershire Junction Railways Company,” with a capital of 750,000 *l.*, in 10 *l.* shares, divisible into preferred and deferred half shares, and 250,000 *l.* by loan; and to empower them— Objects.

To make the following Railways, viz.:—

No. 1 (12 miles 40 chains), from a junction with the Oxford, Winslow, and Bletchley Branch of the London and North Western Railway, in the parish of Charlton, between Oxford and Bicester, to a junction with the Aylesbury and Buckingham Railway (authorised in 1860), in the parish of Waddesdon;

No. 2 (26 miles 60 chains), from a junction with a railway of the Great Western Railway Company, or of the Aylesbury and Buckingham Railway Company, or of both those Companies at Aylesbury, passing by Wendover, Amersham, and Harefield, to Pinner;

No. 3 (6 miles 30 chains), from the termination of Railway (No. 2) at Pinner, to a junction with the authorised Extension to London line of the Midland Railway, near the Brent Reservoir, in the parish of Hendon, in Middlesex:

To run over the portions of the London and North Western Railway, between the intended junction at Charlton, and Yarnnton and Oxford (about 9 miles), and between the junction therewith of the Aylesbury and Buckingham Railway, at Middle Clayden and Banbury (about 20 miles); over the whole of the Aylesbury and Buckingham Railway (about 12 miles); over a portion of the Great Western Railway at Aylesbury; over the portion of the authorised line of the Midland Railway Extension to London, between the proposed junction at Hendon and the intended terminus in St. Pancras (about 7 miles), and over the whole of the Midland and South Western Junction Railway (about 5 miles):

To enter into arrangements with the London and North Western and the Midland Railway Companies, or either of them with respect to the working and traffic of the intended Railways; and, as regards the Midland Railway Company, notwithstanding any existing restriction upon that Company with reference to the Great Western Railway Company.

Section 9. It would be more accurate, and it seems desirable, to add, after “Subject to the provisions of this Act,” the words, “and of the Acts and parts of Acts incorporated herewith.” Observations.

Section 48. With regard to the extensive powers proposed in this clause, reference may be made to the observations on “Running Powers,” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 25.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*London, Bucks, and Gloucestershire
Junction Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and Bills relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

London, Worcester, and South Wales Railway (Deviation) Bill.

It is proposed by this Bill to enable the London, Worcester, and South Wales Railway Company, incorporated in 1865—

To make two Deviations in their authorised Railway (No. 1), viz. :—

(No. 1), 3 miles 14 chains in length, between points in the parishes of Abbots Morton and Grafton Flyford ;

(No. 2), 1 mile 43 chains in length, between points in the parishes of Wharndon and Claines ;

And Alterations in the levels of their authorised Railway (No. 2) in and near the city of Worcester.

Section 2. The incorporation of “The Companies Clauses Consolidation Act, 1865,” seems superfluous.

Section 4. It would be more accurate, and it seems desirable, to add, after “subject to the provisions of this Act,” the words “and of the Acts and parts of Acts incorporated herewith.”

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*London, Worcester, and South Wales Railway
(Deviation) Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

North British Railway (Camps, &c. Branches) Bill.

It is proposed by this Bill to enable the North British Railway Company— Objects.

To make the following Railways, viz.:

No. 1 (3 miles 42 chains), from the Edinburgh and Bathgate Railway, in the parish of Uphall, to East Camps Lime Works, in the parish of Kirknewton, in the County of Edinburgh;

No. 2 (1 mile 55 chains), from the Company's Wilsontown, Morning-side, and Coltness Line, in the parish of Whitburn, to the West Calder Chemical Works;

No. 3 (3 miles 23 chains), from the Edinburgh and Bathgate Railway, near Uphall Station, to the Company's Edinburgh and Glasgow Line near Broomhouse, in the parish of Kirkliston;

No. 4 (53 chains), to form a junction between the Company's Slamannan and Borrowstounness Branch and their Edinburgh and Glasgow Line, in the parish of Muiravonside:

To raise further sums of 73,000 *l.* by new ordinary or preference shares, and 24,300 *l.* by loan.

The Bill also provides, that the North British Company, for running over the Port Carlisle Branch and main line of the Caledonian Railway to or from the Citadel Station at Carlisle, shall pay to the Caledonian Railway Company a proportion of the rates corresponding to two miles, and shall be at liberty to fix the rates; and in respect of traffic between the North British system and any point on the Port Carlisle and Silloth Railways, shall pay the Caledonian Railway Company tolls as for two miles only, although the traffic may pass twice or four times over the above-mentioned portions of the Caledonian Railway.

Section 2. It is usual, and it seems desirable, to incorporate besides the sections of “The Companies Clauses Consolidation (Scotland) Act, 1845,” here referred to, the provisions of that Act with respect to the general meetings of the Company and the exercise of the right of voting by the shareholders, the making of dividends, and the giving of notices. Observations.

Sections 7 and 9. It would be more accurate, and it seems desirable, to add after “Subject to the provisions of this Act,” the words “and of the Acts and parts of Acts incorporated herewith.”

Section 10. The Bill does not propose to enable the mortgagees under this clause to obtain the appointment of a judicial factor.

Section 20. See the Observations on “Dimensions of Bridges” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 26.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*North British Railway (Camps, &c.
Branches) Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866

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RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

North British Railway (St. Margaret's Diversion) Bill.

It is proposed by this Bill to enable the North British Railway Company— Objects.

To make a new Railway, 60 chains in length, between two points on their main line of Railway, in the parish of South Leith, near their St. Margaret's depôt :

To raise further sums of 40,000 *l.* by new ordinary or preference shares, and 13,000 *l.* by loan.

Section 2. It is usual, and it seems desirable, to incorporate, besides the provisions of “The Companies Clauses Consolidation (Scotland) Act, 1845,” here referred to, the provisions of that Act with respect to the general meetings of the Company and the exercise of the right of voting by the shareholders, the making of dividends, and the giving of notices. Observations.

Section 4. The new Railway to be constructed between two points in the Company's existing main line appears by the proposed title of the Act (Section 1) to be intended for a *diversion* of the main line. The Bill, however, does not show whether the use of the existing line between these two points is to be discontinued.

Sections 7 and 9. After “Subject to the provisions of this Act,” should be added, “and of the Acts and parts of Acts incorporated herewith.”

Sections 15 and 16. With reference to the proposed terms of three and five years for compulsory purchase and completion of works respectively, it is to be observed that the length of the proposed Railway is under one mile.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*North British Railway (St. Margaret's
Diversion) Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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Peterborough, Wisbeach and Sutton Railway Bill.

It is proposed by this Bill that the Peterborough, Wisbeach and Sutton Railway Company, who, by their Acts of 1863, 1864, and 1865, have been authorised to raise 324,500 *l.* by shares without express authority to create preference shares, and who have created and issued 150,000 *l.* in Class (B) shares, entitled to 5 per cent. dividend out of the profits of each year, and 135,000 *l.* Class (A) shares, entitled to the balance only of the profits in each year, shall be authorised to effect, with the consent of the holders, the consolidation of those two classes of shares, and to issue to the holders of Class (B) shares new shares of the same amount with any preferential dividend the Company think fit, and to issue to the holders of the Class (A) shares ordinary shares of the same amount. Objects.

Section 2. It is usual, and it seems desirable, to incorporate, besides the provisions of “The Companies Clauses Consolidation Act, 1845,” here mentioned, the provisions of that Act with respect to the general meetings of the Company, and the exercise of the right of voting by the shareholders, the making of dividends, and the giving of notices. Observations.

Section 4. It is to be observed that this Bill does not define the application of the moneys to be raised by means of the new shares. It is apparently intended that the moneys raised by the proposed preferential shares shall be applicable to the extension of Railways authorised in 1864, as well as to the original line, although no part of the Company’s undertaking is yet open for passenger traffic.

The practice of Parliament seems to require some limit to be specified in the Bill to the amount of preference dividend which may be attached to shares under Section 4.

It is to be observed that by the Acts of 1863, 1864, and 1865, the exercise of the borrowing powers thereby given was postponed till the respective share capitals authorised by those Acts should have been subscribed for and partially paid up. If the consolidation of share capital proposed by this Bill be sanctioned, it may be necessary to explain in the Bill the effect it is to have with respect to the periods for the exercise of the Company’s several borrowing powers.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Peterborough, Wisbeach and Sutton
Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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‘ THAT the BOARD of TRADE do present to this House a REPORT upon
the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS,
DOCKS, and TIDAL WATERS, of this Session.”

Ross and Tewkesbury Railway Bill.

It is proposed by this Bill to incorporate “ The Ross and Tewkesbury Rail- Objects.
way Company ” with a capital of 420,000 *l.* in 20 *l.* shares (divisible into
preferred and deferred half shares), and 140,000 *l.* by loan; and to empower
them—

To make a Railway (20 miles 13 chains) from the authorised Ross and
Monmouth Railway at Ross, passing by Newent, to the Tewkesbury and
Malvern Railway, near Tewkesbury; and a Junction Line (32 chains)
wholly in the parish of Newent, to connect the proposed Railway with the
Line authorised by the Worcester, Dean Forest, and Monmouth Railway
(Extension to Gloucester) Act, 1864:

To run over the following Railways or portions of Railways, and to use
the Stations thereon, viz.:

A portion of the Tewkesbury and Malvern Railway at Tewkesbury;

The portions of the Midland Railway between Tewkesbury on the one
hand, and Birmingham, Cheltenham, and Evesham on the other hand;

The portion of the Great Western Railway between Abbott’s Wood
and Worcester; and portions of the same Railway at Gloucester
and Abergavenny;

The Lines constructed or authorised of—

The Evesham and Redditch, the Worcester, Dean Forest, and
Monmouth, the Gloucester and Dean Forest, the Ross and Mon-
mouth, the Coleford, Monmouth, Usk, and Pontypool; the New-
port and Usk; and the Abergavenny and Monmouth Railway
Companies; the authorised Railways of the Alexandra (Newport)
Dock Company; and a portion of the Monmouthshire Railway,
near Newport.

The Bill further authorises—

The New Company and the Great Western, the Midland, the London
and North-Western, the Tewkesbury and Malvern, the Worcester, Dean
Forest, and Monmouth, the Gloucester and Dean Forest, the Ross and
Monmouth, the Coleford, Monmouth, Usk, and Pontypool, the Newport
and Usk, and the Abergavenny and Monmouth Railway Companies, the
Monmouthshire Railway and Canal Company, the Alexandra (Newport)
Dock Company, and all Companies to be incorporated in the present
Session for making Railways in the counties of Hereford, Gloucester,
Worcester, Monmouth, and Glamorgan, or any of them, to contract with
each other with respect to the working and traffic of the Railways and
works of the contracting Companies.

Observations.

Sections 5 & 9. It would be more accurate, and it seems desirable, after "Subject to the provisions of this Act," to add "and of the Acts and parts of Acts incorporated herewith."

Section 44. With respect to the unusually extensive powers proposed to be taken in this Bill for the use of the lines of other Companies, reference may be made to the Observations on "Running Powers" in the General Report of the Board of Trade on the Railway, &c., Bills of this Session, page 25.

Section 46. It would scarcely be in accordance with the practice of Parliament that this Bill to incorporate a new Company for making a Railway between Ross and Tewkesbury should enable, as the terms of Section 46 imply, all or any of the Great Western, the Midland, and the London and North Western Railway Companies, besides numerous other Companies, some named and some unincorporated and without names, to contract with each other with respect to the working and traffic of their respective undertakings, with or without the concurrence of the new Company.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Ross and Tewkesbury Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
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RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
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RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Southam Railway Bill.

IT is proposed by this Bill to enable the Southam Railway Company — Objects.

To make a Branch Railway, 1 mile 59 chains in length, from their
authorised Line, in the parish of Long Itchington, to the Warwick and
Napton Canal at the Stockton Lime Works :

To raise further sums of 25,000 *l.* by new ordinary or preference shares,
and 8,000 *l.* by loan.

Section 4. It would be more accurate, and it seems desirable to add, after Observations.
“ Subject to the provisions of this Act,” the words, “ and of the Acts, and parts
of Acts, incorporated herewith.”

Section 8. With reference to the proposed power to issue preference shares
for the purposes of the new works, it is to be observed that the Company have
not yet opened their original Line.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Southam Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE, on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

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RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
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Swansea Canal Transfer Bill.

By this Bill it is proposed—

Objects.

That the portion which belongs to the Swansea Canal Navigation Company of the Canal, length 17 miles, authorised in 1794 from Swansea to Pentawe, in the parish of Ystradgunlais, and that the portion of the same Canal in the fee of Trewyddfa, which belongs to the Duke of Beaufort, shall be vested, as from 1 July 1866, in the Neath and Brecon Railway Company, in consideration of a yearly payment to the Canal Company and to the Duke, increasing from 8,000 *l.* to 9,000 *l.*; and that the Neath and Brecon Railway Company, for the purposes of the Bill, may raise further sums of 50,000 *l.* by new ordinary or preference shares, and 16,600 *l.* by loan.

Reference may be made to the observations on “Railway and Canal Companies,” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 26.

Observations.

The union of railways with canals was a subject which came under the consideration of the Select Committees of the House of Commons appointed in 1846 and 1853, to consider the principle of amalgamation as applied to Railway, or Railway and Canal Bills. Observations on that subject will be found in the Second Report of the former Committee, and in pages 10 and 11 of the Fifth Report of the latter Committee, which may be here referred to.

Should it be considered that a transfer of the Swansea Canal to the Railway Company may be permitted, it would become a subject for consideration whether this Bill contains adequate provisions for securing to the public the permanent use of the present water route by the Canal and its branches, at fair and moderate rates of charge.

As regards the security that should be provided for the maintenance of the waterway, and the conveniences connected with it, including the supply of water, in an efficient condition, it may be observed that this Bill does not appear to contain all the provisions for duly maintaining the navigation and preserving the supply of water, which are usually inserted in Bills of this kind. See sections 13-18 of the “Lancaster Canal Transfer Act, 1864,” c. 288 (Local).

As regards regulating the charges for traffic on a canal after it has become vested in a Railway Company, the principle laid down on this subject by the Select Committee of the House of Commons on Railway and Canal Bills, 1853, above referred to, is stated in the following terms in their Fifth Report, p. 11; viz., “That while the shareholders [in the Railway Company] should be permitted to extract from the canal the greatest profit which it is capable of returning them by the development of the water carriage, they are not entitled to charge such rates on the canal as would necessarily divert the traffic from

the Canal to the Railway, and render inaccessible to the public the advantages of water communication. This consideration is the more important, from the bearing which such a practice upon one link of a chain of inland navigation must obviously have upon canals, the property of independent companies, but constituting other and perhaps distant links in the same line of communication."

To give effect to the principal so stated, various methods have been adopted in different cases.

In the case of the Trent and Mersey Canal, the North Staffordshire Railway Company were restricted from making higher charges for the Canal than were being made by its former proprietors at the time of the transfer (a Schedule of such maximum charges being annexed to the Act); and they were also expressly prohibited from giving any preference to traffic on their Railway over traffic on the Canal; and power was vested in the Board of Trade of regulating, upon complaint made, the charges for, and the user of, the Canal (9 & 10 Vict. c. 84, ss. 38 and 39).

As to the particular precautions which should be adopted in this case, whether by limiting the charges which may be made upon the Canal to rates not exceeding those which may be charged at the passing of the Bill, or by subjecting the Canal rates to revision at any time by a public department, or otherwise, my Lords are not in a condition to make any further suggestion, as they do not possess the opportunities which the Committee on the Bill will have of examining all the circumstances, and of hearing all parties interested.

Section 6. With respect to the provision in this clause, that the half-yearly sums shall be "a charge upon all other the undertakings, lands, and property of the Railway Company," it may be observed that the Bill does not contain the usual provision for preserving the priority of existing charges on those other undertakings, &c.

Section 12. It may deserve consideration, whether there should not be added to the Bill, a clause for a general saving of rights and claims against the Canal Company, similar to Section 55 in Part V., relating to amalgamation, of "The Railways Clauses Act, 1863."

Sections 15 and 18. As the Bill does not contain a provision for the redemption of the half-yearly payments, which will be the consideration for the transfer of the Canal, the purposes of the Bill, for which additional share and loan capital is required by the Railway Company, are not apparent.

Section 23. It may deserve consideration whether the reservations of this clause should not be extended to general Acts relating to Canals or Navigations (such as "The Railway and Canal Traffic Act, 1854"), and to revision or alteration by Parliament of the maximum rates authorised to be taken in respect of the Swansea Canal.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Swansea Canal Transfer Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
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RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
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Swansea Harbour Trust Bill.

It is proposed by this Bill to enable the Swansea Harbour Trustees—

Objects.

To make a Railway (38½ chains), from the New Cut Ballast Wharf to the northern boundary of the South Dock Estate of the Trustees ; and a road from the last-mentioned point to the Victoria Road, at the Royal Institution, at Swansea :

To raise a further sum of 40,000 *l.* by borrowing on mortgage of the Swansea Harbour Fund :

To exercise further powers as a Pilotage Authority.

Section 5. The 14th Section of “The Commissioners Clauses Act, 1847,” here referred to, requires that every Commissioner shall, at the meeting of Commissioners at which he *first* attends as a Commissioner, make and subscribe the declaration prescribed by the 12th Section of that Act. Observations.

It is proposed by Clause 5 of this Bill, that such declaration by a Swansea Harbour Trustee may be made and subscribed at *any* meeting of the Trustees.

Though irregularity in this respect, in the case of Trustees already appointed or elected, may be confirmed, it is to be observed that the Bill does not show any peculiar ground, in the case of the Swansea Harbour Trust, for the proposed departure from the general enactment as regards future Trustees.

Sections 26—32, relate to powers to be vested in the Swansea Harbour Trustees with respect to Pilotage.

“The Swansea Harbour Act, 1854,” contains provisions enabling the Trustees to license persons to act as pilots “of and from the *harbour*,” (Section 154), and making the masters of vessels inward bound to the *harbour*, who should refuse to take a pilot, liable to full pilotage (Section 158) ; and also a provision (Section 162) exempting vessels bound to or from the port of Swansea, from the obligation to employ pilots licensed by the Corporation of Bristol, under the 9th Section of the Act 47 Geo. 3, c. 33, Sess. 2 ; but the Act of 1854 further provided (Section 166) that its provisions with respect to pilots and pilotage should not come into operation without the consent of the Board of Trade.

It is now proposed by this Bill (Section 27), to repeal Section 166 of the Act of 1854 : by Section 26, to extend the Swansea Harbour Trustees’ pilotage jurisdiction from Swansea Harbour to the portion of the Bristol Channel between Lundy Island on the west, and a line from Nash Point in Glamorgan-shire to Hurlstone Point in Somersetshire on the east : by Section 28, to empower the Swansea Harbour Trustees to license pilots for that district ; and by Sections 31 and 32, to render the master of any “inward-bound vessel,” who refuses to take a pilot licensed by the Trustees, liable to pay a double pilotage rate.

The Board of Trade see no objection to the Swansea Harbour Trust becoming a pilotage authority within the portion of the Bristol Channel mentioned in this Bill; but it would be contrary to the general recent policy of Parliament, with respect to pilotage, and especially to the Acts recently passed constituting new pilotage authorities in the Bristol Channel, to permit the employment of Swansea pilots to be made compulsory. Sections 31 and 32 of this Bill should therefore be omitted.

It may deserve consideration whether there should not be inserted in this Bill, provisions corresponding to the clauses for regulating pilots in the " Bristol Channel Pilotage Act, 1861," by which pilotage authorities were established at Cardiff, Newport, and Gloucester; amongst which are provisions defining the rights of present Bristol Channel pilots and pilots for Swansea (Sections 24, 25 and 26); declaring the new Pilotage Board a " Pilotage Authority " within the meaning of " The Merchant Shipping Act, 1854 " (section 27); defining the distances to which masters of vessels may require their vessels to be piloted outwards and inwards (Sections 29 and 30); imposing a penalty on pilots who wrongfully refuse assistance when required (Section 31), and prohibiting claims for salvage services by pilots without the consent of the pilotage authority (Section 37).

Interference with Tidal Waters.

idal Waters.

Interference with tidal waters is proposed by this scheme in the following instance, viz. :

The Railway crosses the " New Cut " at Swansea, between the Swansea and Neath Railway Bridge and the Swing Bridge, by a hoist bridge 47 feet 6 inches wide and 28 feet high, and on a viaduct of four spans, each 25 feet wide and 24 feet high, and two spans, each 18 feet wide and 17 feet high.

Such interference renders necessary the incorporation in the Bill of " The Railways Clauses Consolidation Act, 1845," and of Sections 13 to 19, both inclusive (" Protection to Navigation "), of " The Railways Clauses Act, 1863."

The Bill proposes to incorporate the necessary portions of both of these enactments.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Swansea Harbour Trust Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

15—CLXX.

Under 1 oz.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Worcester, Bromyard, and Leominster Railway Bill.

It is proposed by this Bill to enable the Worcester, Bromyard, and Leominster Railway Company—

To exercise powers (already extended in 1864), for the compulsory purchase of certain lands, for a period to be further extended to 1868, and for the completion of the Railway, for a period to be further extended until the 1st of August 1870, being nine years from the time at which the undertaking was authorised :

To raise additional sums of 120,000 *l.* by new ordinary or preferential shares, and 40,000 *l.* by loan :

To issue preference shares, in lieu of unissued or cancelled shares in their original capital.

Section 3. It is usual, and it seems desirable, besides the clauses of “ The Companies Clauses Consolidation Act, 1845,” here mentioned, to incorporate the clauses of that Act with respect to the General Meetings of the Company, and the Exercise of the Right of Voting by the Shareholders, The Making of Dividends, and The Giving of Notices. Observations.

Section 6. The time limited by the Act of 1861, for the completion of the Railway, was five years from the passing of that Act, viz., until 1 August 1866. That time was extended by the Act of 1864 for two years, viz., until 1 August 1868. It is now proposed to further extend the time for completion for “two years, to be completed from the expiration of the time limited by the Act of 1864,” viz., until 1 August 1870.

If any further extension of time be now granted, it seems preferable to define the time for completion by specifying a date in the Bill, instead of by the indirect method of reference to the Act of 1864 (which refers to the Act of 1861), proposed in Section 6 of this Bill.

The effect of the proviso, “ That such extension of time shall not release the Company from the provisions of the 26th section of the Act of 1861,” seems doubtful. It can scarcely be intended that the forfeiture provided by the original terms of that section shall be incurred, notwithstanding the extension of time ; and yet to give effect to the extension of time in reference to that section does partially release the Company from its provisions.

The usual and more desirable course would be to declare that the 26th section of the Act of 1861 shall be read as if the extended time had been originally allowed by the Act of 1861.

Section 8. The practice of Parliament seems to require that, where power is sought to issue preference shares in lieu of unissued or cancelled shares, the present state of the Company's share capital, issued and unissued, should be stated in the Bill, so as to specify the maximum amount of preference capital that may be issued by means of such power.

Section 12. The Bill does not propose to enable the mortgagees, under this clause, to obtain the appointment of a receiver.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Worcester, Bromyard, and Leominster
Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Wrexham, Mold, and Connah's Quay Railway (Deviations) Bill.

It is proposed by this Bill to authorise the Wrexham, Mold, and Connah's Quay Railway Company to make— Objects.

A deviation (7 miles 8 chains) between points in their Whitchurch Extension Line, authorised in 1864, at Worthenbury and at Whitchurch;

A deviation (1 mile 25 chains) between two points, in the parish of Malpas, in their Dee Valley Branch authorised in 1865.

Section 4. It would be more accurate, and it seems desirable, to add, after “Subject to the provisions of this Act,” the words “and of the Acts and parts of Acts incorporated herewith.” Observations.

Section 7. To allow *four* years for the completion of the proposed deviations may in effect postpone the opening to the public of the lines authorised in 1864, from the 25th July 1869, and of those authorised in 1865, from the 29th of June 1869, until 1870.

Section 9. See the observations on “Dimensions of Bridges” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 26.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Wrexham, Mold, and Connah's Quay
Railway (Deviations) Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed
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RAILWAY AND CANAL &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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“ THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Wrexham, Mold, and Connah's Quay Railway (Extensions) Bill

IT is proposed by this Bill to enable the Wrexham, Mold, and Connah's Quay Railway Company—

To make a Railway (No. 1), 5 miles 10 chains in length, from their authorised Railway in the parish of Hawarden, to the Brockley Railway at St. Mark's, in the parish of Northorp, in the county of Flint, and two Branches, Nos. 2 and 3, therefrom, the former (50 chains), to Sir Stephen Richard Glynne's Railway at Mancot Old Bank Colliery, and the latter (1 mile 40 chains), to Aston Hall Colliery, at Hawarden, and to make a deviation near Wrexham (1 mile 30 chains), in their extension to Whitchurch, authorised in 1864 :

To abandon the construction of the Extension Railway to Farndon, authorised by the Company's Act of 1865 :

To raise further sums of 100,000 *l.* by new ordinary or preferential shares, and 33,300 *l.* by loan :

To attach a preference dividend to any share which they may issue in their authorised capital :

To divide any share in their capital into preferred (5 per cent.) and deferred half shares :

To enter into arrangements with the Mold and Denbigh Junction Railway Company respecting the working and traffic of the proposed Railways.

Section 2. It is usual, and it seems desirable, to incorporate, besides the sections of the Company's Clauses Consolidation Act, 1845, here referred to, the sections of that Act with respect to the general meetings of the Company, and the exercise of the right of voting by the shareholders, the making of dividends, and the giving of notices. Observations.

Sections 4 and 9. It would be more accurate, and it seems desirable, after “ subject to the provisions of this Act,” to add, “ and of the Acts and parts of Acts incorporated herewith.”

Sections 5 and 18. With reference to the proposed power to raise further sums of 100,000 *l.* by shares, and 33,300 *l.* by loan, it is to be observed that this Company's Act of 1865 empowered them to raise 90,000 *l.* by shares, and

30,000 *l.* by loan, for the purposes of the Railways authorised by that Act, the construction of which it is now proposed to abandon. It would, therefore, seem to be proper either to extinguish the money powers given by the Act of 1865, or to declare to what purposes the moneys to be raised under that Act shall be applicable.

Section 5. With respect to the proposed creation of preference capital for the purpose of new works, it is to be observed that the Company have not yet opened their original line.

Section 6. The same observation may be made with respect to this clause, which enables the Company to attach a preference to any shares, not merely in their original capital, but also in the capital authorised to be raised for new works by the Company's Acts of 1864 and 1865.

It is not usual to give a Company, as here proposed, a general power of issuing, with a preference, unissued shares in their authorised capital, without setting forth in the Bill the present state of the Company's capital, issued and unissued, so as to define the greatest amount of preference capital that may be created under the power.

Section 28. The expression "The Railway" is explained in Section 3 to include the intended deviation in the Railway to Whitchurch, authorised in 1864. If *four* years be allowed for the completion of that deviation, the time now limited for the completion of the Railway to Whitchurch may practically be extended by this Bill.

Section 30. With respect to these departures from the requirements of "The Railways Clauses Consolidation Act, 1845," *see* the observations on "Dimensions of Bridges," in the General Report of the Board of Trade on the Railway, &c., Bills of this Session, page 26.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Wrexham, Mold, and Connah's Quay Railway
(Extensions) Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Wrexham, Mold, and Connah's Quay Railway (New Lines) Bill.

It is proposed by this Bill to enable the Wrexham, Mold, and Connah's Quay Railway Company—

To make the following Railways, viz. :

Nos. 1, 2, and 3, of an aggregate length of 10 miles 50 chains, from a double junction with Railway No. 3, authorised by the Chester and West Cheshire Junction Railway Act, 1865, in the parish of Plemstall, near Chester, with the Company's authorised Dee Valley Branch, in the parish of Tilston, and No. 4 (40 chains), to connect the former with the London and North Western Railway at the Waverton Station :

Nos. 5 and 6, of an aggregate length of 6 miles 60 chains, from a point at Oldcastle, in the parish of Malpas, to a point in the parish of Hanmer, and also to a junction with the Cambrian Railway, at the Bettisfield Station :

To raise further sums of 250,000 *l.* by new ordinary or preference shares, and 83,300 *l.* by loan :

To attach a preference to any shares they may issue in lieu of cancelled shares :

To divide any shares in their capital into preferred (5 per cent.) and deferred half shares :

To run over the portion of the Shrewsbury and Crewe Line of the London and North Western Railway between the junction therewith at Wem, of Railway No. 1, authorised by the Drayton Junction Railway (Extension) Act, 1865, and Shrewsbury, and over the Railways authorised by the Chester and West Cheshire Junction Railway Act, 1865, and to use the Stations on those Lines, including that at Shrewsbury :

To enter into arrangements with the Drayton Junction, the Cambrian, and the Chester and West Cheshire Junction Railway Companies, with respect to the working and traffic of the proposed Railways.

Section 2. It is usual, and it seems desirable, to incorporate, besides the Sections of “The Companies Clauses Consolidation Act, 1845,” here mentioned, the Sections of that Act with respect to the general meetings of the Company, and the exercise of the right of voting by the shareholders, the making of dividends, and the giving of notices. Observations.

Sections 4 and 9. It would be more accurate, and it seems desirable, after “Subject to the provisions of this Act,” to add, “And of the Acts and parts of Acts incorporated herewith.”

Section 5. With respect to the proposed power to create preference capital for the purpose of new works, it is to be observed that the Company have not yet opened their original line.

Section 6. The same remark may be made with respect to this clause, which enables the Company to attach a preference to any shares, not merely in their original capital, but also in the capital authorised to be raised for new works by the Company's Acts of 1864 and 1865.

It is not usual to give a Company, as here proposed, a general power of issuing with a preference unissued shares in their authorised capital without setting forth in the Bill the present state of the Company's capital, issued and unissued, so as to define the greatest amount of preference capital that can be created under the power.

Section 30. Reference may be made to the Observations on "Dimensions of Bridges," in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 26.

Section 34. See the Observations on "Running Powers" in the above mentioned General Report, page 25.

Board of Trade,
February 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Wrexham, Mold, and Connah's Quay Railway
(New Lines) Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Maryport Improvement, Harbour, and Dock Bill.

By this Bill, “for defining and extending the powers of the Trustees of the District and Harbour of Maryport, in the county of Cumberland, and for enabling them to improve the streets and buildings within the district, and to sewer and drain the same; to establish Gasworks, Waterworks and Police; to construct a Dock and other Harbour Works; and for other purposes,” it is proposed, amongst other things—

Objects.

To repeal the Act 3 & 4 Will. 4, c. cxiii, “for better preserving the Harbour of Maryport, and for lighting and otherwise improving the town-ship of Maryport:”

To incorporate, in lieu of the Trustees under the repealed Act, a body of Trustees, to consist of five persons to be appointed by the Lord of the Manor of Ellenborough, and twelve persons to be elected by inhabitants of the district, assessed to the “district rate” at not less than 5 *l.* per annum; or interested in vessels belonging to the port of Maryport :

To give to the Trustees powers for the improvement and regulation of the district :

To vest in the Trustees the Harbour of Maryport (the limits of which are to extend 1,200 yards seaward from the entrance to the intended new basin), but subject to the rents and other rights belonging to the Lord of the Manor, and the Maryport and Carlisle, and the Whitehaven Junction Railway Companies :

To enable the Trustees to construct Breakwaters, a Dock and Entrance Basin, a Pile Viaduct, and a Harbour of Refuge, and to take rates and exercise powers in respect thereof; and to make a new road from Strand-street, in Maryport, to the end of the proposed viaduct :

To provide a “District Fund” and a “Harbour Fund,” the latter to consist of monies received, or to be received, in respect of the present and future harbour works, and rates authorised by the Bill in connection with the Harbour :

To borrow on the security of the District Fund and property 70,000 *l.*, in addition to 1,350 *l.* now owing, and on the security of the Harbour Fund and property 162,000 *l.*, in addition to 77,295 *l.* now owing.

Section 16. It is to be observed that this Bill limits the right of voting for Trustees to “inhabitants of the district;” and in that class, to payers of the “district rate,” and persons interested in vessels belonging to the port. It will therefore exclude all persons, as well “inhabitants of the district” as residents elsewhere who pay “harbour rates,” otherwise than as shipowners; and will also exclude all persons interested in vessels belonging to the port who are not

Observations.

“inhabitants

“inhabitants of the district.” The preferable arrangement, when the circumstances of a port are such as to admit of it, would be that the “district” ratepayers and the “harbour” ratepayers shall be divided into separate bodies of electors; that the “harbour” ratepayers shall include not only shipowners, but also other persons contributing a specific minimum sum to the “harbour” rates; and that each of the two bodies of electors shall separately elect a definite proportion of the Trustees.

It may be matter for the consideration of the Committee whether such an arrangement would not be applicable in the case of Maryport.

Sections 201 and 231. With respect to the proposed power to deviate to the extent of *ten* feet in levels, it is to be observed that the usual limit is *five* feet.

Section 210. This clause, relating to lights, appears to be insufficient, inasmuch as it refers to the “entrance to the Dock” only, and would exclude the breakwaters, and other works in the sea; and it seems to limit the control of the Board of Trade to lights to be exhibited after the completion of the Dock, excluding such control during construction of works. The usual form of the provision for this purpose will be found in Section 13 of “The Railways Clauses Act, 1863,” and might be properly substituted for Section 210 of this Bill.

Section 227. To the reservations in this clause there might be properly added, in accordance with the practice of Parliament,—

After “The Merchant Shipping Act, 1854,” the words “or any Acts amending those Acts:”

After “goods carried in shipping,” the words “or lights; buoys, or beacons, or the rights, powers, and privileges of the general lighthouse authorities:”

After “dues or tolls,” the words “or the limits of the Harbour.”

Section 331. *See* above, under Section 201.

Section 260. It seems to be matter for inquiry whether the sum of 77,295*l.*, stated to have been raised on the credit of the tonnage rates and other harbour duties has been applied to harbour purposes only, as distinguished from district purposes. If otherwise, an adjustment should now be made, so that the Harbour Fund may be burdened with such charges only as have been, and will be, for the benefit of the trade of the Harbour.

Interference with Tidal Waters.

Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz. :—

A breakwater commencing at the end of the South Pier at Maryport, extending to sea in a north-westerly direction about 550 yards :

A dock and entrance basin on the foreshore, about 320 yards long and 220 yards wide, commencing about 500 yards north of the termination of the existing North Pier of Maryport Harbour :

An open breakwater 120 yards long, about 250 yards north of the north-east corner of the proposed Dock :

An open Pile Viaduct from the east corner of the proposed Dock to a point north of the Tanyard at Maryport, joining a Road (to be made under Section 229) from the end of Strand-street to the commencement of the Pile Viaduct.

Such of the provisions requisite for the protection of navigation as are not already contained in the Bill, are referred to in the former part of this Report.

Board of Trade,
March, 1866.

T. H. Farrer.

RAILWAY AND CANAL, &c. BILLS.

[*Maryport Improvement, Harbour, and Dock
Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Dublin Port Acts Amendment Bill.

It is proposed by this Bill—

Objects.

To authorise “The Corporation for Preserving and Improving the Port of Dublin”—

To levy on vessels the “New Tonnage Rates” specified in the Bill, in lieu of the existing “Tonnage Rates” and “Quay Wall Tax,” which are abolished :

To alter the ballast dues within the existing maximum :

To levy import and export duties on goods within the maximum specified in the Bill :

To charge the “New Tonnage Rates” upon every ton register instead of upon every ton burden, and to calculate those rates and the ballast dues in British instead of in Irish currency, as at present :

To raise an additional sum of 400,000 £. on mortgage of the rates and duties of the Port of Dublin :

To recognise certain debentures which have not been endorsed (as required by previous Acts) by the person advancing the money, and to pay them, or issue others in lieu of them :

To pay off or issue new debentures in lieu of any part of their existing debt :

To raise the salaries of their pilot-master and haven-master above 80 £. (to which they were limited by 26 Geo. 3, c. 19, Ireland), to any amount which the Corporation think fit ;

To supply any description of ballast which they think fit, and to take special charges for the supply of any special kind of ballast.

It is also proposed by the Bill to provide that the rates which the Commissioners of Kingstown Harbour may levy under 1 and 2 Vict. c. 36, s. 2, shall be the “New Tonnage Rates,” and the duties on goods specified in this Bill.

Section 3. The proposed exception of Section 47 of “The Harbours, Docks, and Piers Clauses Act, 1847” (“List of rates to be set up in large and legible characters”), seems to require explanation. Observations.

It may deserve explanation why the clauses of the same Act, with respect to the accounts to be kept of the rates, and of the vessels in respect of which they are payable, should not also be incorporated with the Bill.

The following extract from the Report of the Commissioners on Local Charges on Shipping (Ireland), 1855, page viii, deserves the consideration of the Committee on this Bill :—

“The mode, however, in which the harbour revenue is raised in Dublin calls for some remarks from us. It will be seen, on reference to Appendix A, under
15—CLXXVI. the

Dublin Ballast Board.

the head Dublin, that the revenues of the Ballast Board consist principally of a tonnage duty of 11*d.* (late Irish currency), in practice 10*d.* sterling, per ton levied on all British and privileged vessels from foreign ports, or those of Great Britain, and of 20*d.* (late Irish currency) on foreign vessels, and of 7*d.* (late Irish currency), in practice 6*d.* sterling, per ton levied on all colliers and coasters; the gross amount raised by these tonnage dues being about 22,000*l.* per annum, including about 1,500*l.* paid through the Trinity House in respect of extra dues on privileged vessels.

"They are also entitled to the exclusive privilege of supplying and removing ballast, at fixed rates, in the harbour. The latter is a merely nominal privilege, for, from the nature of the trade, vessels never do discharge ballast in this port. There seemed to be some doubt amongst those who are acquainted practically with the port, whether this was literally the case, as it was the impression of some of them that one vessel had discharged ballast in the year 1845; but no doubt, for practical purposes, the statutable monopoly of the power of discharging ballast is inoperative, but the exclusive power of supplying ballast is exercised, and is made the source of a considerable revenue. The Ballast Board continues to charge for ballast at the statutable rates. In the year 1852, the gross amount received was 8,391 *l.* 8 *s.* 10 *d.*, and the net revenue to the Ballast Board from this source was 3,097 *l.*, inclusive of 685 *l.* 6 *s.* 4*d.*, paid through the Trinity House in respect of the extra charge to privileged foreigners.

"Both of those sources of revenue are objected to for different reasons, which we shall state here in full; for though the instance is local, it illustrates and explains principles of general application.

Tonnage dues in Dublin.

"It will be observed that the principal revenue is derived from a charge on the tonnage of the vessel, and that, except in the case of colliers, that charge is the same whatever be the nature of the cargo; and that it is also irrespective of the length of the voyage, except in so far as coasters are charged a lower rate. This is objected to on the part of the owners of small vessels engaged in short voyages. They point out that the effect is, that a small vessel making several trips in the year pays as much as a vessel of many times her tonnage making in the same time one voyage to China, and bringing back a valuable cargo, far more remunerative than that of the small vessel. And they object to this with the more force because a great part of the debt to which the harbour revenues have been pledged has been incurred by the Ballast Board in making improvements in the port, in deepening it so as to make it more suitable for large vessels, but which improvements were not required by those of smaller draught. We may observe that the contemplated improvements, to which we have already alluded, consist in making docks fitted for the reception of the largest class of vessels; and as this expenditure will compel the harbour authorities to postpone for some time any reduction in the amount raised in the harbour, the owners of small vessels have the more reason in desiring to alter the scheme of local taxation, so as to make the burthen bear more proportion to the benefit received. The remedy suggested was, that either the tonnage dues should be regulated, as is the case at Liverpool, by a scale according to the distance of the voyage; or that the harbour revenues should be in part raised by dues on goods; or both.

"In our first Report (p. xxxix.), we expressed our opinion that it was not possible to make one tariff of charges which should be uniformly applicable to every port; as the tariff which was convenient and equitable as applied to a port in which the trade was of one character might be in practice very injurious and oppressive in a port in which the character of the trade was different; and this was one of the principal reasons that induced us to submit our 9th, 10th, and 11th recommendations, in order that the tariffs in different ports might be now revised, so as to adapt them to the nature of the trade as at present existing, and might in future be subject to revision from time to time, as altered circumstances or experience should require.

"We still retain these opinions, and certainly do not think that the same mode of raising revenue which may be found convenient in Liverpool is therefore likely to be the best adapted for Dublin, in which the character of the trade is completely different. But we think that the nature of these objections in Dublin confirm the opinion to which we had previously come, that harbour rates

rates should be subject to revision ; and if this power of revision be given, we think that the objections to the present system in Dublin will be well worthy the consideration of those entrusted with that power.

“ With regard to the ballast dues, the objections made were several.

Supply of ballast
in Dublin.

“ It will be observed that, by the enactments now in force, the Ballast Board have the monopoly of the supply of ballast, which they are bound to supply at the fixed price of 1*s.* 9½*d.* to British vessels, and 2*s.* 6½*d.* to foreigners. This was intended by the Legislature to be a source of revenue, and to secure it the Legislature has forbidden the export, as merchandise, of street dirt, coal ashes, paving stones, gravel, and rubbish, and matters of the like nature, or dung mixed with such matters.

“ The price of ballast supplied free on board, if the supply were open to competition, would be very much below the statutable rate ; the estimates differed, but probably about 8*d.* or 9*d.* would be the price. It was agreed by all that it would be necessary for the good of the harbour that the supply of ballast should be under the supervision of the harbour authorities, and that the advantage of having ballast supplied without loss of time was so great, that it would be better to pay a slightly advanced price to secure a constant supply, delivered by a responsible body, such as the Ballast Board. But it was made a subject of great complaint, on the part especially of those employed in the coasting trade, that so large a revenue should be raised in this way, falling upon their vessels at the time when they were earning nothing. And the owners of the vessels engaged in the coal trade in particular complained, and, as it seems to us, with much reason, that inasmuch as from the nature of their trade they must make numerous and short voyages, arriving laden with coal and departing empty, the enhanced charge on ballast was a tax levied peculiarly on their vessels. They also complained, and with still greater reason, that they were forbidden to take on board street dirt or other manure, which would be a remunerative return cargo, and almost the only one which Dublin could furnish, and that this was done for the purpose of compelling them to pay a high price for ballast which they would rather not take. The owners of vessels bound on distant voyages, and the emigration officer at the port, made a distinct and very serious objection. The Ballast Board, for the purpose of improving the harbour, are engaged in dredging the bottom of the river Liffey ; and the materials which they thus raise are supplied by them as ballast. But from the nature of the bottom of the river, which consists of sand, this is a very dangerous material to be employed as ballast on a lengthened voyage, as it is liable to get into and choke the pumps ; and we were informed that, though no fatal accident had as yet occurred, vessels, both in the timber trade to Canada and emigrant vessels, had been endangered on this account. The remedy would be, to ballast the vessels with limestone from the quarries in the neighbourhood of Dublin, from which it might be readily furnished. But if that were done, the Ballast Board would not only lose the revenue derived from the material dredged up in deepening the harbour, but they would be put to expense in carting away those materials. No blame is to be attached to the Ballast Board, who are merely following out the scheme of the Legislature, which obviously was, that the supply of ballast should be a source of revenue ; and the evils complained of seem to be the inevitable consequences of that system.

“ We should observe that the clauses in the Dublin Acts, which give the exclusive power of supplying and removing ballast to the Ballast Board at a fixed price, have been copied into most of the Irish Harbour Acts, but in most of those harbours the Commissioners have reduced the rates charged below the statutable rates. At Belfast the statutable rate which the Commissioners might charge for the supply of sand ballast is 2*s.* to 2*s.* 6*d.* per ton, according to the part of the harbour in which it is delivered, and the statutable charge for removing ballast is 2*s.* ; but the Commissioners in practice supply sand ballast from lighters at 10*d.*, and make no charge for its removal. In 1852 the gross amount received by them was 2,384*l.*, and the gross expense, not including any charge for implements used, was 1,149*l.* If the ballast in this port were supplied by competition, those who supplied it would of course take into account the capital invested in the implements used, and the cost of renewing them ; and it seems probable that the rate at which the ballast is supplied there would be

Supply of ballast
in Irish harbours
in general.

but little, if at all, reduced. So that the Commissioners of that harbour have in practice adopted the principle which seems to us the just one, and which formed the 9th Recommendation in our First Report, viz., that the power of regulating the supply and removal of ballast should not be exercised for the purpose of obtaining a profit either by the supply or removal of the ballast."

It will be observed, that the alteration in the tonnage tax, which this Bill proposes, does not wholly remove the objections to the nature and incidence of this tax pointed out in the above extract.

The tax will, as between coasters and foreign going vessels, still continue to fall heavily on the former, though not quite in the same proportion as at present.

Nor do the alterations in the Bill with regard to ballast necessarily remove the objections on this subject also pointed out in the above extract. The Corporation will have power to reduce the rates so as to meet the objection to the excessive amount of ballast rates, but they will not be bound to reduce them.

And whilst this power to charge higher or lower sums by agreement for different kinds of ballast may be so exercised as to enable the Corporation to meet the objection to the bad quality of ballast, there is no security that it will be so exercised. Nor does it seem that any power is given to export dirt, manure, or limestone in lieu of ballast.

Board of Trade,
March 1866.

T. H. Farrer.

RAILWAY AND CANAL, &c. BILLS.

[*Dublin Port Acts Amendment Bill.*]

—
FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

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Ordered, by The House of Commons, to be Printed,
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16—CLXXVI.

Under 1 oz.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Dublin Port (Docks) Bill.

It is proposed by this Bill to authorise The Corporation for preserving and Objects. improving the port of Dublin--

To purchase from the Commissioners of Customs, (1), “The Custom House Docks” at Dublin, at present occupied by the Corporation as yearly tenants; (2), certain premises adjoining No. 1, called in the Bill “The Custom House Dock Premises,” subject to the existing lease to Messrs. Scovell; and (3), any lands and buildings adjoining Nos. 1 and 2 on the River Liffey which the Commissioners may at any time be willing to sell:

To purchase from the Grand Canal Company the “Grand Canal Docks:”

To borrow an additional sum of 100,000 *l.*:

To act and take rates as wharfingers and warehousemen within the docks so to be purchased, and to issue dock warrants.

Section 2. The Bill proposes to exempt the Corporation from the following Observations. provisions of “The Harbours, Docks, and Piers Clauses Act, 1847,” viz.:

Sections 16 and 17. With respect to life-boats:

Sections 18 and 19. With respect to keeping a tide and weather gauge:

Section 47. List of rates to be set up in large and legible characters:

Section 50. Annual account (of rates) to be prepared and transmitted to the clerk of the peace in Ireland:

Sections 97 and 98. With respect to access to the special Act.

With respect to Sections 16 to 19, it is the practice of Parliament to grant exemptions from those sections, so long and so far only as the Board of Trade may not require the fulfilment of the duties imposed by those sections.

It may be a question whether there is any sufficient reason for the proposed exemptions from Sections 47, 50, 97, and 98.

Section 28. It would seem proper to add a reservation of General Acts (present and future) relating to docks, harbours, or ports, and to lights, buoys, and beacons.

Board of Trade,
March 1866.

T. H. Farrer.

RAILWAY AND CANAL, &c. BILLS.

[*Dublin Port (Docks)* Bill.]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Barnet, Hendon, and Midland Junction Railway Bill.

IT is proposed by this Bill to incorporate “ The Barnet, Hendon, and Mid- Objects.
land Junction Railway Company,” with a capital of 300,000 *l.* in 20 *l.* shares,
which may be divided into preferred (6 per cent.) and deferred half shares, and
100,000 *l.* by loan ; and to enable them—

To make the following Railways, viz. :

No. 1. (7 miles 58 chains), from a Junction with the authorised Line of
the Extension to London of the Midland Railway at Cricklewood, in the
parish of Hendon to Chipping Barnet ;

No. 2. (28 chains), from (No. 1) to the authorised Line of the Edgware,
Highgate, and London Railway, at Finchley ;

No. 3. (37 chains), from (No. 1) to the authorised Line of the Midland
and South-Western Junction Railway, near Cricklewood :

To require the interchange of traffic facilities by through booking and car-
riages and otherwise, with the Midland, the Edgware, Highgate and London.
and the Midland and South-Western Junction Railway Companies :

To enter into arrangements with the Midland, the Great Northern, the
Edgware, Highgate, and London, and the Midland and South-Western Junction
Railway Companies, with respect to the working and traffic of the Railways of
the contracting Companies.

Section 34. With respect to the proposed *six* mile “ short distance,” it is to Observation.
be observed that the whole length of the proposed Railways is less than nine
miles.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Barnet, Hendon, and Midland Junction
Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Bideford, Appledore, and Westward Ho' Railway Bill.

It is proposed by this Bill to incorporate the “Bideford, Appledore, and Westward Ho' Railway Company,” with a capital of 60,000 *l.* in 10*l.* shares, and 20,000*l.* by loan, and to empower them—

To make the following Railways, viz. No. 1 (2 miles 4 chains), from Bideford to Appledore, in the County of Devon; No 2. (1 mile 73 chains), from No. 1 at Boat Hyde in the parish of Northam, to Westward Ho' near Rock Noze.

Section 5. After “subject to the provisions of this Act,” should be added “and of the Acts and parts of Acts incorporated herewith.” Observations.

Sections 20 and 26. With respect to the limitation by these Clauses respectively of *five* years for completion, and of *four* miles as a “short distance,” it is to be observed that the total length of the proposed Railway is under *four* miles.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instance, viz., Railway No. 1 commences at the Pill, at Bideford, and terminates near Appledore, occasionally passing between high and low-water mark. Tidal Waters.

Such interference renders necessary the incorporation in the Bill of “The Railways Clauses Consolidation Act, 1845,” and of Sections 13 to 19, both inclusive (“Protection to Navigation”), of “The Railways Clauses Act, 1863.”

The Bill proposes to incorporate both of these enactments.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Bideford, Appledore and Westward Ho
Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Bradford, Eccleshill, and Idle Railway Bill.

It is proposed by this Bill—

To incorporate “The Bradford, Eccleshill, and Idle Railway Company,” with Objects.
a capital of 65,000 *l.* in 10 *l.* shares, and 21,600 *l.* by loan, and to empower them—

To make a Railway, stated in the Bill to be about $4\frac{1}{2}$ miles in length, but which appears by the deposited Plans to be intended to be 3 miles 40 chains in length, from the Leeds, Bradford, and Halifax Junction Line of the Great Northern Railway, at a point $1\frac{1}{2}$ mile east of Bradford, passing by Eccleshill, to Idle, in the West Riding of Yorkshire;

And to enter into working and traffic arrangements with the Great Northern Railway Company:

To authorise the Great Northern Railway Company to subscribe all or any part of the capital of the new Company, and to raise the amount by new ordinary or preference shares or stock in their own capital.

Section 40. It seems desirable to extend expressly to the new capital of the Observations.
Great Northern Railway Company those provisions of “The Companies Clauses Consolidation Act, 1845,” which are usually referred to in Bills authorising the raising of additional capital.

Sections 44 and 45. It would seem to be in accordance with the practice of Parliament to extend the application of these clauses respecting the payment of interest on calls and of deposits, to the Great Northern Railway Company.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Bradford, Eccleshill, and Ilke Railway
Bill.*]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Brampton and Longtown Railway Bill.

IT is proposed by this Bill to incorporate “The Brampton and Longtown Railway Company,” with a capital of 120,000 *l.* in 10 *l.* shares, and 40,000 *l.* by loan, and to empower them— Objects.

To make a Railway (12 miles 38 chains) from the Border Union line of the North British Railway at Longtown to the Kirkhouse and Brampton tramway at a point near the Milton station of the Newcastle and Carlisle section of the North Eastern Railway :

And to enter into arrangements with the Glasgow and South Western and the North British Railway Companies, with respect to the construction, working, and traffic of the proposed railway :

It is also proposed to authorise the Glasgow and South Western and the North British Railway Companies respectively to subscribe each a sum not exceeding 30,000 *l.*, and to raise such sum by ordinary or preference shares.

Section 5. After “subject to the provisions of this Act,” should be added Observations.
“and of the Acts and parts of Acts incorporated herewith.”

Section 25. See the observations on “Dimensions of Bridges” in the General Report of the Board of Trade, on the Railway, &c. Bills of this Session, page 26.

Section 37. With respect to the proposed power to make agreements respecting the *construction* of the Railway, it may be observed that it is the practice of Parliament to leave the construction of a Railway to the Company who are authorised to purchase land and raise money for that purpose.

Section 39. It is usual, and it seems desirable to provide expressly that the usual provisions of “The Companies Clauses Consolidation Act. 1865,” shall apply to the new capital which the subscribing Companies are authorised to raise.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[Brampton and Longtown Railway Bill].

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable the House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Bray and Enniskerry Railway Bill.

It is proposed by this Bill to incorporate “The Bray and Enniskerry Railway Company” with a capital of 36,000 *l.* in 10 *l.* shares, and 12,000 *l.* on loan, and to empower them— Objects.

To make a Railway (3 miles 30 chains) from a junction with the Dublin, Wicklow, and Wexford Railway, at the Bray Station, to Enniskerry :

To enter into arrangements with the Dublin, Wicklow, and Wexford Railway Company, with respect to the working and traffic of the proposed Railway.

It is also proposed by this Bill to authorise the Dublin, Wicklow, and Wexford Railway Company to subscribe 15,000 *l.* to the new Company, and to raise the same by ordinary or preference shares.

Section 5. After “subject to the provisions of this Act” should be added, Observations.
“and of the Acts and parts of Acts incorporated herewith.”

Section 22. With reference to the proposed period of *five* years for completion, it may be observed that the length of the proposed Railway is less than *four* miles.

Section 24. *See* the observations on “Dimensions of Bridges,” in the General Report of the Board of Trade, on the Railway, &c. Bills of this Session, page 26.

Sections 42 and 43. The power given by the Bill to the Dublin, Wicklow, and Wexford Railway Company to raise fresh capital, seems to make it proper to make these clauses apply to that Company as well as to the new Company.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following Tidal Waters.
instance, viz. :—

The Railway skirts the tidal portion of the Bray River.

Such interference renders necessary the incorporation in the Bill of “The Railways Clauses Consolidation Act, 1845,” and of Sections 13 to 19, both inclusive (“Protection to Navigation”), of “The Railways Clauses Act, 1863.”

The Bill proposes to incorporate both of these enactments.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Bray and Enniskerry Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and
BILLS relating to HARBOURS, DOCKS, and
TIDAL WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

FURTHER REPORT from the Board of Trade,
in compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Croydon, Mitcham, and Kingston Railway Bill.

It is proposed by this Bill to incorporate “ The Croydon, Mitcham, and Kingston Railway Company,” with a capital of 165,000 *l.* in 10 *l.* shares, and 55,000 *l.* by loan ; and to empower them—

To make the following Railways, viz.

Nos. 1, 2, and 3, of an aggregate length of 6 miles 33½ chains, from the Wimbledon and Croydon Railway at Mitcham Common, to Kingston-upon-Thames ; No. 4 (68 chains) to connect No. 2 with the authorised Kingston, Malden, and Wimbledon Junction Line of the London and South Western Railway, near the (main line) Malden Station ; No 5 (62 chains) to connect No. 4 with the Epsom line of the London and South Western Railway, near its Worcester Park Station ; and No. 6 (67½ chains) to connect No. 1 with the authorised South London, Tooting, and Sutton Junction Line of the London, Brighton, and South Coast Railway, at Mitcham Common :

To run over the portions of the Wimbledon and Croydon Railway and of the Croydon and Epsom Line of the London, Brighton, and South Coast Railway between the intended Railway No. 1 and West Croydon ; over the portion of the Croydon and Epsom Line between Sutton and Epsom ; over the portions of the authorised South London, Tooting, and Sutton Junction Line between Mitcham and Knight’s Hill, and between Mitcham and Sutton ; over the portion of the Epsom Line of the London and South Western Railway between the intended Railway No. 5 and Epsom ; and to use the stations at West Croydon and Epsom, and the intermediate stations, present and future, on the above-mentioned portions of Railways :

To interchange traffic facilities by through booking and through carriages, and otherwise, and with the London, Brighton, and South Coast, the London and South Western, and the London, Chatham, and Dover Railway Companies ; and to enter into arrangements with those Companies, or any of them, with respect to the working and traffic of the proposed Railways.

Section 5. After “ subject to the provisions of this Act,” should be added Observations.
“ and of the Acts and parts of Acts incorporated herewith.”

Section 25. Reference may be made to the observations on “ Dimensions of Bridges,” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 26.

Section 37. See the observations on “ Running Powers,” in the above-mentioned General Report, page 25.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Croydon, Mitcham, and Kingston Railway
Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Downpatrick, Dundrum, and Newcastle Railway Bill.

It is proposed by this Bill to incorporate “ The Downpatrick, Dundrum, and Newcastle Railway Company,” with a capital of 75,000 *l.* in 10 *l.* shares, and 25,000 *l.* by loan ; and to empower them—

To make a Railway (No. 1), 11 miles in length, from the Belfast and County Down Railway near Downpatrick, to Newcastle, in the County of Down ; and a Junction Railway (No. 2), 35 chains in length, to connect the Belfast and County Down Railway, and the proposed Railway (No. 1), at Downpatrick :

To run over the Belfast and County Down Railway, and use the Stations thereon :

To enter into arrangements with the Belfast and County Down Railway Company, with respect to the working and traffic of the proposed Railways :

To have traffic facilities by through booking from the Belfast and County Down Railway Company.

It is also proposed to authorise the Belfast and County Down Railway Company to subscribe 25,000 *l.* to the new Company, and to raise the same by ordinary or preference shares.

Section 31. With respect to the proposed short distance of “ *six miles*,” it may be observed that the proposed Railway is under 12 miles in length. Observations.

Section 39. See the Observations on “ Running Powers” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 25.

Sections 49 and 50. The power given to the Belfast and County Down Railway Company to raise fresh capital seems to make it proper to apply these clauses to that Company as well as to the new Company.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz. : Tidal Waters.

No. 1 enters the bed of the Blackstaff River in Dundrum Bay, passes along the quay in front of the town of Dundrum, in Dundrum Bay, and occasionally runs on the foreshore.

Such interference renders necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of Sections 13 to 19, both inclusive ("Protection to Navigation"), of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate both of these enactments.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

*[Downpatrick, Dundrum, and Newcastle
Railway Bill.]*

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL Bills, and Bills
relating to Harbours, Docks, and Tidal
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Hadlow Railway Bill.

It is proposed by this Bill to enable the Hadlow Railway Company—

Objects.

To make an Extension Railway, No. 1 (3 miles 14 chains), from a junction with their authorised line near Hadlow to Tunbridge, with two junction lines, viz., No. 2 (47 chains) to connect No. 1 with the Tunbridge Wells Branch of the South Eastern Railway and No. 3 (26 chains) ; to connect No. 2 with the main line of the South Eastern Railway at Tunbridge :

To abandon the construction of their authorised line between the junction therewith of the new Railway (No. 1) and Hadlow :

To raise further sums of 140,000 *l.* by new ordinary shares, and 46,666 *l.* by loan :

To divide any share in their capital into preferred (6 per cent.) and deferred half-shares :

To run over the portions of the Tunbridge Wells Branch and of the main line of the South Eastern Railway, which will give access from Railways No. 2 and 3 respectively to the Tunbridge Wells and Tunbridge stations respectively, and to use those stations.

It is also proposed by this Bill to extend the period limited for the compulsory purchase of land, and the completion of their authorised line, from the 28th of July 1866 and the 28th of July 1867 respectively until 1868.

Section 2. It is usual, and it seems desirable, to incorporate besides the provisions of “ The Companies Clauses Consolidation Act, 1845,” here mentioned, the provisions of that Act with respect to the General Meetings of the Company, and the exercise of the right of voting by the Shareholders, and the giving of notices. *See below, under Section 30.*

Observations.

Sections 4, 8 and 30. After “ subject to the provisions of this Act,” should be added, “ and of the Acts and parts of Acts incorporated herewith.”

Section 21. *Three* years, not *five*, as here proposed, is the time usually allowed for the exercise of compulsory powers of taking lands.

Section 23. Reference may be made to the observations on “ Dimensions of Bridges ” in the General Report of the Board of Trade on the Railway, &c., Bills of this Session, page 26.

Section 29. The Bill does not contain the usual provision for giving compensation for the temporary use of lands in respect of the abandoned Railway, or for damage sustained by reason of the exercise of the powers of the Company’s Act.

Section 30. This extension of time renders necessary the incorporation with the Bill of Part II. of “ The Railways Clauses Act, 1863.”

Section 31. *See* the observations on “ Running Powers ” in the above-mentioned General Report, page 25.

Board of Trade,
March 1866.

W D Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Hadhore Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

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RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Hemel Hempsted and London and North Western Railway Extension Bill.

IT is proposed by this Bill to enable the Hemel Hempsted and London and North Western Railway Company—

To make a Railway, No. 1 (8 miles 53 chains), from their authorised line in the parish of Hemel Hempsted to the Hertford, Luton, and Dunstable Branch of the Great Northern Railway at the Harpenden Station ; and a Junction Line, No 2 (38 chains), in the parish of Harpenden, to connect No. 1 with the authorised extension of the Midland Railway :

To raise further sums of 170,000 *l.* by ordinary shares, and 56,600*l.* by loan :

To abandon the construction of a portion of their authorised line at its termination at Hemel Hempsted :

And to enter into arrangements with the London and North Western, the Great Northern, and the Midland Railway Companies, or any of them, with respect to the working and traffic of the proposed Railways.

Section 4. After “subject to the provisions of this Act,” should be added, Observations, “and of the Acts and parts of Acts incorporated herewith.”

Section 5. See the Observations on “Dimensions of Bridges,” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 26.

Section 10. The Bill does not reserve the priority of previous mortgages over those to be granted under this Bill, nor does it provide for the appointment of a receiver.

Section 13. It is usual, and it seems desirable, to incorporate, besides the provisions of “The Companies Clauses Consolidation Act, 1845,” here mentioned, the provisions of that Act with respect to the general meetings of the Company, and the exercise of the right of voting by the shareholders, the making of dividends, and the giving of notices.

Section 17. *Three* years, as stated in the marginal note, not *four*, as proposed in the text, is the time usually allowed for the compulsory purchase of lands.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Hemel Hempsted and London and North
Western Railway Extension Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Hoylake Railway Bill.

It is proposed by this Bill to enable the Hoylake Railway Company—

Objects.

To make the following Extension Railways, viz :

No. 1 (6 miles), from their authorised line at Hoylake to Heswell ; and

No. 2 (2 miles 10 chains), from (No. 1) at Heswell to Parkgate :

To raise further sums of 200,000 *l.* by ordinary or preferential shares, and 66,000 *l.* by loan :

To attach a preference dividend to any shares which they may issue under any of their Acts :

To divide any share in their capital into preferred (5 per cent.) and deferred half-shares :

And to enter into arrangements with the Wrexham, Mold and Connah's Quay Railway Company with respect to the working and traffic of the proposed Railways.

It is also proposed by the Bill to authorise the Wrexham, Mold and Connah's Quay Railway Company to subscribe a sum not exceeding 60,000 *l.*, and to raise the same by ordinary or preferential shares.

Section 2. It is usual, and it seems desirable, to incorporate, besides the provisions of “The Companies Clauses Consolidation Act, 1845,” here referred to, the additional clauses of that Act referred to in Section 34 of this Bill. Observations.

See also under Section 32.

Sections 4 and 9. After “Subject to the provisions of this Act,” should be added, “and of the Acts and parts of Acts incorporated herewith.”

Sections 5 and 6. With respect to the proposed powers (Section 5) to issue preference capital for the purpose of the new works proposed by this Bill, and (Section 6) to attach a preference dividend to shares issued under the Company's Acts of 1865, which authorises new works, it is to be observed that the Company have not yet opened their original line.

Section 6. It is not usual to give a Company, as here proposed, a general power

power of attaching a preference to shares which "they may issue" in their authorised capital, without setting forth in the Bill the present state of the Company's capital, issued and unissued, so as to show the greatest amount of preference capital that may be created under the power.

Section 32. This power to contract respecting the working of the Railway renders proper the incorporation in the Bill of Part III. ("Working Agreements,") of "The Railways Clauses Act, 1863."

Sections 38 and 39. The power given by the Bill to the Wrexham, Mold, and Connah's Quay Railway Company, to raise fresh capital, seems to render it necessary to apply these clauses to that Company as well as to the Hoylake Railway Company.

Interference with Tidal Waters.

Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz. :—

Railway No. 1 skirts the foreshore of the Dee Estuary in the parish of West Kirby, with limits of deviation extending below high-water mark.

Such interference renders necessary the incorporation in the Bill of Sections 13 to 19, both inclusive ("Protection to Navigation"), of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate this enactment.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Hoylake Railway Bill.*]

FURTHER REPORT of the Board of Trade
on the RAILWAY and CANAL Bills, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

15—CLXXXVII.

Under 1 oz.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1865;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Huddersfield and Halifax Railway Bill.

It is proposed by this Bill—

To incorporate “The Huddersfield and Halifax Railway Company,” with a capital of 300,000 £., in 10 £. shares, and 100,000 £. on loan; and to empower them—

Objects.

To make a Railway (No. 1), 6 miles 12 chains in length, from the joint line of the Lancashire and Yorkshire and the London and North Western Railway Companies at Huddersfield to Halifax; and a Branch (No. 2), 33 chains in length, to join the Lancashire and Yorkshire Railway near Halifax:

To enter into working and traffic arrangements with the London and North Western and the Midland Railway Companies:

To run over the portion of the said joint line between the junction therewith of Railway No. 1 and Huddersfield Station, and the portion of the Lancashire and Yorkshire Railway between the junction therewith of Railway No. 2 and Halifax Station; and to use the stations at Huddersfield and Halifax:

To empower the London and North Western and the Midland Railway Companies—

To subscribe each 100,000 £., and to raise that amount by shares, ordinary or preferential:

To guarantee the holders of the other shares in the Huddersfield and Halifax Railway Company a fixed five per cent. preference dividend:

To appoint each three out of the nine Directors of the Huddersfield and Halifax Railway Company:

To work and use jointly the proposed Railways:

And to manage the same by a joint committee.

Section 5. It would be more accurate, and it seems desirable, after “subject to the provisions of this Act,” to add, “and of the Acts and parts of Acts incorporated herewith.” Observations.

Section 23. With reference to the allowance of 5 years for the completion of the Railway, it may be observed that the total length of the proposed Railways is $6\frac{1}{2}$ miles.

Section 68. See the observations on “Running Powers” in the General Report of the Board of Trade on the Railway &c. Bills of this Session, page 25.

Sections 70, 71. The practice of Parliament seems to require these clauses to be made applicable to the London and North Western and the Midland Railway Companies, who are authorised by the Bill to raise fresh capital, as well as to the Huddersfield and Halifax Company.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[Huddersfield and Halifax Railway Bill.]

FURTHER REPORT of the BOARD of Trade
on the RAILWAY and CANAL Bills, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February, 1866.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Hull and Hornsea and North Eastern Railways Bill.

It is proposed by this Bill—

To effect an amalgamation of the Hull and Hornsea Railway Company with the North Eastern Railway Company, by dissolving the former Company and vesting their undertaking and money powers in the North Eastern Railway Company, the proprietors of shares in the Hull and Hornsea Railway Company becoming proprietors of “Hull and Hornsea” shares in the North Eastern Railway Company. The latter Company are to keep separate accounts of the Hull and Hornsea undertaking, and after deducting certain sums for working, and other expenses, are to divide the residue among the Hull and Hornsea proprietors, but are to be at liberty, at their own option, to convert the Hull and Hornsea shares into a 6 per cent. preference stock. Objects.

Section 4. Reference may be made to the Observations on “Amalgamation Sale and Lease” in the General Report of the Board of Trade on the Railway &c. Bills of this Session, page 24. Observations.

It would be more accurate, and it seems desirable, after “subject to the provisions thereof,” to add, “and of the Acts and parts of Acts incorporated therewith.”

Sections 7 and 11. The powers to raise fresh capital seem to render necessary the incorporation with the Bill of the clauses of “The Companies Consolidation Act, 1845,” usually referred to in such cases, and also of Part II., relating to additional capital, of “The Companies Clauses Act, 1863.”

Section 7. If any part of the Hull and Hornsea capital is held by the North Eastern Railway Company in respect of any subscription, a proportionate deduction should be made from the capital here authorised to be raised.

Section 11. It is to be observed, that the creating of new shares, to be issued under this clause, is not made dependent on the previous payment of one-fifth of the amount.

Section 26. The Bill does not contain the usual restriction that the borrowing power shall not be exercised until all the capital, in respect of which it is authorised, has been issued, and one-half is paid up.

The Bill does not propose to enable the mortgagees to obtain the appointment of a receiver.

It may deserve consideration whether the purposes should not be defined to which monies raised by borrowing under the Bill are to be applicable.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Hull and Hornsea and North Eastern
Railways Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Miner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Knighton, Central Wales, and Central Wales Extension Railway Bill.

It is proposed by this Bill to authorise the Knighton, the Central Wales, and the Central Wales Extension Railway Companies to lease their Undertakings in perpetuity to the London and North Western Railway Company. Objects.

Reference may be made to the observations on “Amalgamation, Sale, and Lease,” including those on “Public Notice of Transfer,” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, pages 24 and 25. Observations.

It may deserve consideration whether the proposed leasing power should not be made subject to the provisions of the 112th and 113th sections of “The Railways Clauses Consolidation Act, 1845,” by prefixing to Section 3 of this Bill the words “subject to the provisions ‘with respect to leasing the Railway,’ of ‘The Railways Clauses Consolidation Act, 1845.’”

The Bill does not contain the usual provisions for a deposit of a copy of the lease with the clerk of the peace, and for publication of a notice of the change of ownership.

It may also deserve consideration whether the Board of Trade would not be better able to exercise, with advantage to the public, the discretion to be vested in them by Section 3 of the Bill, if a provision were made for giving public notice of the intention to grant a lease, such as is contained in Section 24 of “The Railways Clauses Act, 1863.”

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Knighion, Central Wales, and Central Wales
Extension Railway Bill.*]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL Bills, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Letterkenny Railway, and Londonderry and Lough Swilly Railway Bill.

It is proposed by this Bill to authorise the Londonderry and Lough Swilly Objects.
and the Letterkenny Railway Companies to enter into agreements—

(1.) For the amalgamation of the former Company with the latter Company ;

(2.) For the lease or sale of the undertaking of the former Company to the latter Company ;

(3.) For the working of the former Company's line by the latter Company :

To authorise the Letterkenny Railway Company—

To lease for 21 years any Railways vested in or leased to them to Peter Roe alone, or jointly with others ;

To run over the portion of the Londonderry and Lough Swilly Railway between the junction therewith of the Letterkenny Railway and Londonderry ;

To raise, for the purpose of the purchase, further sums equal to the share and loan capitals of the Londonderry and Lough Swilly Railway Company ; and also, for the purposes of the Letterkenny Railway Company's Acts, further sums of 50,000 *l.* by new ordinary or preference shares, and 16,500 *l.* by loan ;

To issue new ordinary or preference shares in lieu of cancelled or unissued shares :

To extend the time limited for the construction of the Letterkenny Railway from the 3d of July 1866 and 13th of July 1867 respectively, as regards different parts of the Railway, until 1869.

Section 4. It is usual, and it seems desirable, to incorporate, besides the clauses Observations.
of “ The Companies Clauses Consolidation Act, 1845,” here referred to, the clauses of that Act with respect to the general meetings of the Company, and the exercise of the right of voting by the shareholders, the making of dividends, and the giving of notices.

Sections 5, 12, 16, and 25. Reference may be made to the observations on “ Amalgamation, Sale, and Lease,” including those on “ Public Notice of Transfer,” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, pages 24 and 25.

The Bill does not contain the usual provisions for the deposit of a copy of the agreement for amalgamation, or of the deed of transfer or lease with the clerk of the peace, and for publication of a notice of the change of ownership.

It would be in accordance with the practice of Parliament to set forth in the Bill the present particulars of the share and loan capital and of the unexercised money powers of the Londonderry and Lough Swilly Railway Company, and the amount (if any) held by either of the Companies in the capital of the other of them. *See* also below, under Section 33.

The Bill does not, as is usual, provide for the dissolution of the Londonderry and Lough Swilly Railway Company in the event of an amalgamation or a sale under the Bill.

Sections 6 and 9. It is to be observed that the Letterkenny Railway Company propose to be authorised to issue preference capital for the purpose of acquiring the undertaking of another Company before they have opened their original line.

Section 11. The Bill does not contain the usual provision respecting "short-distance" charge for traffic passing partly over one line and partly over the other during any working agreement under the Bill.

Section 13. It may deserve consideration whether, instead of this clause, which omits the usual provision imposing on the lessee the obligations of the lessor, there should not be incorporated with the Bill the provisions, "with respect to leasing the Railway" (Sections 112 and 113), of "The Railways Clauses Consolidation Act, 1845."

Sections 19 and 38. The Bill does not contain a provision enabling the mortgagees under these clauses to obtain the appoint of a receiver.

Clauses 26 and 27. It may deserve consideration whether, in the case of the incorporation with the Bill of Sections 112 and 113 of "The Railways Clauses Consolidation Act, 1845," as suggested above, these clauses might not be better omitted.

Section 30. *See* the observations on "Running Powers" in the General Report above mentioned, page 25.

Section 33. It is not usual to give to a Company a general power of issuing preference shares in lieu of surrendered, cancelled, forfeited, or unissued shares, without setting forth in the Bill the present state of the Company's capital, issued and unissued, so as to specify the greatest amount of preference capital that can be created under the power.

Section 44. The terms of this clause are inaccurate, inasmuch as the Bill does not authorise any Railway, or any rates or fares. The clause should be made applicable to both of the two Companies and their respective undertakings.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Letterhenny Railway, and Londonderry and
Lough Swilly Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

15—CXCI.

Under 1 oz.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Leven and East of Fife Railway Bill.

It is proposed by this Bill to enable the Leven and East of Fife Railway Objects.
Company :

To make a Branch Railway (No. 1) 1 mile 40 chains in length, from their Railway at Cameron Bridge Station to a point near Buckshaven, in the parish of Wemyss; and an Extension (No. 2), 1 mile 45 chains in length from the last-mentioned point to the Harbour of Mathill :

To raise, in respect of their already authorised and paid-up capital, a further sum of 8,500 *l.* by loan; and, in addition, further sums, of 18,000 *l.* by shares, ordinary or preferential, and 6,000 *l.* by loan.

Section 2. It is usual, and it seems desirable, besides the sections of “The Observations.
Companies Clauses Consolidation (Scotland) Act, 1845,” here mentioned, to incorporate the clauses with respect to the general meetings of the Company, and the exercise of the right of voting by the shareholders.

Section 4. It would be more accurate, and it seems desirable to add after “subject to the provisions of this Act,” the words, “and of the Acts and parts of Acts incorporated therewith.”

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instance, viz. :—Railway No. 2 terminates on the quay of Mathill Harbour.

Such interference renders necessary the incorporation in the Bill of “The Railways Clauses Consolidation (Scotland) Act, 1845,” and of Sections 13 to 19, both inclusive (“Protection to Navigation”) of “The Railways Clauses Act, 1863.”

The Bill proposes to incorporate both of these enactments.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Seven and Last of Fife Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered by The House of Commons, to be Printed,
9 February 1866.*

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable the House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

London and North Western and Midland Counties Coal Fields Railway Bill.

It is proposed by this Bill—

Objectz.

To incorporate the London and North Western and Midland Counties Coal Fields Railway Company, with a capital of 950,000*l.* in 10*l.* shares, and 316,600*l.* by loan; and to empower them—

To make the following Railways, viz.:

Nos. 1, 2, and 3, of an aggregate length of 23 miles 60 chains, from a junction with the London and North Western Railway at Nuneaton, passing by Ashby-de-la-Zouch and Hartshorne to a point near Curzon Street, in Derby;

Nos. 4 and 5, from a junction with No. 3, at Hartshorne by Swadlincote, to a junction with the London and North Western Railway at Burton-upon-Trent;

No. 6 (7 miles), from No. 1 at Odstone to Whitwick in Leicestershire;

No. 7 (1 mile 20 chains), from No. 6 to the Ibstock Colliery;

No. 8 (8 miles 70 chains), from No. 1 at Snarestone to No. 4 at Swadlincote;

No. 9 (1 mile), from No. 5 to the Stanhope Colliery at Stapenhill, in Derbyshire;

No. 10 (20 chains) to connect No. 2 and No. 4 at Hartshorne:

To run over the portions of the London and North Western Railway and the Midland Railway in Burton-upon-Trent, and over the London and North Western Railway between Nuneaton and Coventry:

To enter into arrangements with the London and North Western Railway Company, with respect to the working and traffic of the new Railways.

Section 2. It is Part III., not Part II., of “The Railways Clauses Act, 1863,” which relates to working agreements. Observations.

Section 5. It would be more accurate, and it seems desirable, after “subject to the provisions of this Act,” to add, “and of the Acts, and parts of Acts, incorporated herewith.”

It seems to be a question whether the length of Railway No. 4 is correctly stated in the Bill.

Section 36. Reference may be made to the observations on “Running Powers” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 25.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*London and North Western and Midland
Counties Coal Fields Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

London and South Western Railway (Poole and Bournemouth Junctions) Bill.

It is proposed by this Bill to enable the London and South Western Railway Company— Objects.

To make the following Railways, viz. :

(A). Three miles 40 chains, from their Southampton and Dorchester Line, in the parish of Canford Magna, to Poole :

(B and C). Of an aggregate length of 1 mile 8 chains, to connect (A), at Poole, with the authorised Railways Nos. 2 and 3 respectively of the Poole and Bournemouth Railway Company :

(D). One mile 38 chains, wholly in the parish of Holdenhurst, to connect the authorised Railway No. 2 of the Poole and Bournemouth Railway Company with the authorised Ringwood, Christchurch, and Bournemouth Railway :

To raise further sums of 80,000 *l.* by ordinary or preference shares, and 26,500 *l.* by loan :

To enter into arrangements with the Poole and Bournemouth and the Ringwood, Christchurch, and Bournemouth Railway Companies, or either of them, with respect to the working and traffic of the Railways of those two Companies.

It is also proposed by this Bill to require the abandonment of the authorised Railway No. 1, and portions of Railways Nos. 2 and 3 of the Poole and Bournemouth Railway Company, which will be rendered unnecessary by the proposed lines ; and to reduce the authorised share capital of the Poole and Bournemouth Railway Company from 90,000 *l.* to 60,000 *l.*, and the loan capital from 30,000 *l.* to 20,000 *l.*

Section 2. “Expressly” should, as usual, be inserted before “excepted or varied Observations.
by this Act.”

Section 3. It is to be observed that this Bill does not incorporate, besides the clauses of “The Companies Clauses Consolidation Act, 1845,” here mentioned, the clauses of that Act with respect to the general meetings of the Company, and the exercise of the right of voting by the shareholders, the making of dividends, and the giving of notices ; and Part II. (relating to Additional Capital) of “The Companies Clauses Act, 1863.”

Section 18. With respect to the term of *five* years for completion, it may be observed that the total length of the proposed railways, though not stated in the Bill, is about *six* miles.

Section 24. See the Observations on "Running Powers" in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 25.

Interference with Tidal Waters.

Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz. :—

Railway A crosses two inlets on the eastern side of Poole Harbour.

Railway C cuts off a portion of the foreshore of the Harbour west of the town of Poole.

Railway B cuts off a portion of the Harbour east of the town, inside the authorised Poole and Bournemouth Railway Line.

Such interference renders necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of Sections 13 to 19, both inclusive ("Protection to Navigation"), of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate both of these enactments.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*London and South Western Railway (Pole and
Bournemouth Junctions) Bill*].

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

15—CXCV.

Under 1 c.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

London and Worthing Direct Railway Bill.

IT is proposed by this Bill to incorporate “The London and Worthing Direct Railway Company” with a capital of 1,000,000 *l.*, in 10 *l.* shares, and 133 *l.* (?) by loan; and to empower them—

To make the several Railways following, viz.:

Nos. 1 and 3, of an aggregate length of 31 miles 65 chains, from near Montague-street, at Worthing, by Horsham, to a point on Earlswood Common, near Reigate;

No. 2 (1 mile 15 chains) and No. 6 (1 mile 33½ chains), at Horsham, to connect No. 1 with the Horsham Branch of the London, Brighton and South Coast Railway, and with the authorised line of the Horsham, Worthing, and Leatherhead Railway, respectively;

No. 4 (66 chains) and No. 5 (25 chains) to connect No. 3 at Reigate with the Dover Line of the South Eastern Railway, and with the London, Brighton, and South Coast Railway, respectively;

No. 7 (52 chains), a Branch from No. 1 to a point in the parish of Heene, near West Worthing;

To run over the portions of the London, Brighton, and South Coast Railway between Railway No. 2 and the Three Bridges Station, and between Railway No. 5 and the Redhill Station, and between the Horsham, Dorking, and Leatherhead Railway, and the Epsom and Leatherhead Railway; over the South Eastern Railway between Railway No. 4 and the Redhill Station; and over the authorised Horsham, Dorking, and Leatherhead Railway between Railway No. 6 and the Dorking and Leatherhead Line of the London, Brighton, and South Coast Railway; and to use the Three Bridges and the Redhill Stations:

To interchange traffic facilities by through booking and through carriages and otherwise with the London, Brighton, and South Coast, the South Eastern, and the Horsham, Dorking, and Leatherhead Railway Companies:

To enter into arrangements with the above-named three companies and the London and South Western Railway Company with respect to the working and traffic of the new Railways.

The Bill also purports to provide for the daily running by the Company of morning and afternoon express trains between London and Worthing, at a speed
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of not less than 43 miles per hour, and at fares not exceeding those charged for passengers under like circumstances between London and Brighton.

Observations.

Section 5. After "subject to the provisions of this Act" should be added, "and of the Acts and parts of Acts incorporated herewith."

Section 10. There seems to be an error in the sum of 133 *l.* here stated as the limit of the borrowing power.

Section 24. Reference may be made to the Observations on "Dimensions of Bridges" in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 26.

Section 29. The proposed *six* mile short distance appears to exceed the limit which is now usual.

Section 37. This clause refers to the expediency of express trains running between London and Worthing in an hour and a quarter; but the Bill does not appear to contain any provision which will enable the New Company to cause their trains to start from or arrive in London, or any point nearer to London than Redhill, or Leatherhead.

Section 38. See the Observations on "Running Powers" in the above-mentioned General Report, page 25.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*London and Worthing Direct Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

15—CXCV.

Under 1 oz.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Longton, Adderley Green, and Bucknall Railway Bill.

It is proposed by this Bill to incorporate “The Longton, Adderley Green, and Bucknall Railway Company,” with a capital of 60,000 *l.*, in 10 *l.* shares, and 20,000 *l.* on loan; and to empower them—

To make a Railway (No. 1), 3 miles 58 chains, from the Uttoxeter Branch of the North Staffordshire Railway, at Longton, to the Biddulph Branch of the same Railway near Bucknall; and two Branches (Nos. 2 and 3) from No. 1, the former 37 chains, and the latter 55 chains in length, to points in Bucknall and Fenton Culvert respectively:

To run over short portions of the North Staffordshire Railway, between the respective junctions therewith of the proposed Railway and the Longton and Bucknall stations respectively, and to use those stations:

To have traffic facilities from the North Staffordshire Railway Company:

And to enter into agreements with the same Company with respect to the working and traffic of the proposed Railway.

Section 5. After “Subject to the provisions of this Act,” should be added
“and of the Acts and parts of Acts incorporated herewith.”

Section 34. See the observations on “Running Powers” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 25.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Longton, Adlerley Green, and Bucknall
Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

1. *Midland Counties and Shannon Junction Railway Bill.*
 2. *Midland Great Western Railway (of Ireland) Bill.*
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1. *Midland Counties and Shannon Junction Railway Bill.*

It is proposed by this Bill to revive, as regards a portion of the authorised Objects.
Railway, the powers of compulsory purchase of land given in 1861 to the Midland Counties and Shannon Junction Railway Company (which expired on the 6th of August 1864) for two years from the passing of the Bill, and to extend the time allowed for completion of the Railway from the 6th of August 1866 until 1869:

And to authorise the Company to issue 5 per cent. preference shares in lieu of forfeited or surrendered shares.

Section 2. It seems desirable to incorporate the Clauses of “The Lands Clauses Observations.
Consolidation Act, 1845,” with respect to the provision to be made for affording access to the special Act to all persons interested.

Section 5. It is not usual to give a general power of issuing preference shares in lieu of forfeited or surrendered shares, without setting forth more definitely than is done in this Bill, the present state of the Company’s capital, issued and unissued, forfeited or surrendered, and liable to be forfeited or surrendered, so as to specify the greatest amount of preference capital which can be issued under the power.

2. *Midland Great Western Railway (of Ireland) Bill.*

It is proposed by this Bill to enable the Midland Great Western Railway of Objects.
Ireland Company, to acquire additional lands on various parts of their Railways in the counties of Dublin, Kildare, Meath, Westmeath, Longford, Roscommon and Sligo; to reduce the numbers of Directors, and to regulate the scale of voting by the shareholders of the Company.

No observation by the Board of Trade appears necessary.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

- [1. *Midland Counties and Shannon Junction Railway Bill.*]
- [2. *Midland Great Western Railway (of Ireland) Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Muswell Hill Estate and Railways Bill.

By this Bill it is proposed that the Muswell Hill Estate Company (Limited), (whether registered under “The Companies Act, 1862,” or under some previous Joint Stock Companies’ Act, not being apparent in the Bill) shall be dissolved, and the shareholders shall be incorporated as “The Muswell Hill Estate and Railways Company,” for the purposes specified in the Articles of Association of the old Company (none of which are stated in the Bill), and for the purposes of the Bill. Objects.

The Company are to be empowered—

To make Railways, No. 1 (1 mile 29 chains), from a point near the Alexandra Palace to a point near and at the north of Tottenham Wood House; and No. 2 (20 chains), and No. 3 (25 chains) to connect No. 1 with the authorised Alexandra Park Branch of the Edgware, Highgate, and London Railway:

To raise further sums of 55,000 *l.* by new ordinary or preference shares, and 18,300 *l.* by loan:

To contract with the Great Eastern, the Great Northern, and the Edgware, Highgate, and London Railway Companies, or any of them, with respect to the construction, working, and traffic of the intended Railways:

To divert three public footpaths.

This Bill, which is to dissolve the existing Company, does not, as would seem to be the regular course, constitute the new Company under “The Companies Clauses Consolidation Act, 1845,” for purposes specified in the Bill; but it declares that the new Company shall be formed for the purposes specified in the Articles of Association of the old Company and for the purposes of the Bill. Observations.

The purposes of the Articles of Association not being specified in the Bill, the proposed provision for “affording access to the Special Act” will be ineffectual to afford information as to the legal scope of the Company’s objects. It may therefore deserve consideration whether those Articles should not be set forth in a Schedule.

It would seem to be intended that no provisions of “The Companies Act, 1862,” shall apply to the new Company. It therefore seems to be a question whether, if the whole of “The Companies Clauses Consolidation Act, 1845,” be not incorporated with the Bill, there should not at least be incorporated with it the provisions of that Act “with respect to the giving of notices,” and “with respect to the recovery of damages not specially provided for, and penalties.”

Section 5. The Capital of the Company is to “consist of the Shares in the Capital of the old Company.” This seems to leave it uncertain whether the amount of the Capital will be the total amount of the number of shares specified

in the Memorandum of Association of the old Company as the number of shares into which their intended capital was to be divided, or only so much of that amount as shall have been subscribed for at the time of the dissolution of the Company.

Section 6. If, under the Articles of Association, the old Company might borrow an unlimited amount on various kinds of securities, it would seem that there is not anything in this Bill to limit the amount which the Company may borrow, or to restrict them to borrowing on mortgage.

If Section 8 will authorise the Company to take lands compulsorily, the practice of Parliament will require that "The Lands Clauses Consolidation Act, 1845," and "The Lands Clauses Acts Amendment Act, 1860," be incorporated with this Bill.

It is to be observed that the Bill does not, as is usual, expressly limit the period for the exercise of compulsory powers of taking lands.

Sections 9 and 12. The reference, in these two clauses, to "other Acts of Parliament," seems to be without meaning if "The Companies Clauses Act, 1862," is not intended; and seems to be inappropriate if that Act is intended.

Section 12. It may deserve consideration, whether some provision may not be necessary to regulate the priorities or rights, *inter se*, of existing mortgagees of the old Company (if any), and of mortgagees under the new borrowing power in this Bill.

Section 18. The charges for parcels proposed to be authorised by this clause appear to be unusually high.

Section 26. With respect to the proposed power to contract with other Railway Companies for the *construction* of new Railways, it is observed that it is the practice of Parliament to leave the execution of works to the Company who are empowered to take lands and raise funds for that purpose.

As regards the proposed power to enter into working and traffic arrangements, it is to be observed that the Bill does not incorporate Part III, (Working Agreements) of "The Railways Clauses Act, 1863."

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Muswell Hill Estate and Railways Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

15—CXCVIII.

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RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

New Romney Railway Bill.

IT is proposed by this Bill to incorporate the “New Romney Railway Company” with a capital of 85,000 *l.* in 10 *l.* shares (divisible into preferred (5 per cent.) and deferred half shares) and 28,300 *l.* on loan, and to empower them—

To make the following four Railways, viz.:

Nos 1 and 2, of an aggregate length of 6 miles 7 chains, from the Rye and Hastings Branch of the South Eastern Railway at the Appledore Station to New Romney;

No. 3 (5 miles 78 chains), from No. 1, at its termination at New Romney, to Denge Beach;

No. 4 (1 mile 61 chains), from No. 3, near its termination, to a point on Denge Beach, half a mile north-east of Denge-Ness Lighthouse:

To make landing places, or jetties, at the termination of Railways Nos. 3 and 4; and,

To enter into arrangements with the South Eastern Railway Company with respect to the working and traffic of the proposed Railways.

Sections 5 and 9. After “subject to the provisions of this Act” should be added, “and of the Acts and parts of Acts incorporated herewith.”

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz. :—

The Railways No. 3 and No. 4 severally terminate on Denge Beach.

Such interference renders necessary the incorporation in the Bill of “The Railways Clauses Consolidation Act, 1845,” and of Sections 13 to 19, both inclusive (“Protection to Navigation”), of “The Railways Clauses Act, 1863.”

The Bill proposes to incorporate both of these enactments.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*New Romney Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

North British and Edinburgh and Bathgate Railway Companies Bill.

It is proposed by this Bill to effect an amalgamation with the North British Railway Company (as from 31st January 1866) of the Edinburgh and Bathgate Railway Company, whose undertaking is leased under “The Edinburgh and Bathgate Railway Act, 1846,” to the North British Railway Company (as representing the Edinburgh and Glasgow Railway Company) for 999 years, at a fixed rent of 4 per cent. per annum on the cost (or 9,500 *l.*), and a contingent rent of 50 per cent. Objects.

The Edinburgh and Bathgate Railway Company are to be dissolved, and the proprietors of shares in the authorised capital (250,000 *l.*) that Company, in respect of which 189,436 *l.* has been paid up, are to receive new shares or stock to the same amount in the capital of the North British Railway Company; to which a 4½ per cent. dividend, charged on the Edinburgh and Bathgate undertaking, will be attached.

The North British Railway Company are to be authorised to raise, by new ordinary or preference shares, 60,564 *l.* (or an amount equal to the unpaid share capital of the dissolved Company), and by loan 83,000 *l.*, including the amount of the mortgage debt of the dissolved Company.

Any debts of the dissolved Company which are paid by the North British Railway Company beyond 64,252 *l.* 8 *s.* 4 *d.* (of which 62,700 *l.* is the mortgage debt) are to be deducted from the preference dividends above mentioned.

The tolls and charges for the Edinburgh and Bathgate Railway are to be those authorised by “The Edinburgh and Glasgow Railway Consolidation Act, 1852.”

Section 3. It is usual, and it seems desirable, to incorporate, besides the provisions of “The Companies Clauses Consolidation (Scotland) Act, 1845,” here referred to, the clauses of that Act with respect to the general meetings of the Company, and the exercise of the right of voting by the shareholders, the making of dividends, and the giving of notices. Observations.

It would be in accordance with the practice of Parliament to set forth in the Bill the amount of share capital of the Edinburgh and Bathgate Railway Company held by the North British Railway Company in respect of authorised subscription by the Edinburgh and Glasgow Railway Company. Such amount is stated in “The Edinburgh and Glasgow and Edinburgh and Bathgate Railway Companies Amendment Act, 1848” (11 & 12 Vic. c. 160), to be 77,175 *l.*

It is to be observed, that if any amount of such share capital is now held by the North British Railway Company, or any section of proprietors in that Company, regard should be had to the amount of such subscription in regulating the aggregate capital of the united Company.

Section 6. The Bill converts into a fixed $4\frac{1}{2}$ per cent. preference dividend the present 4 per cent. fixed rent and contingent rent. Under the existing enactments the rent may be "recovered in the same way as the mortgage and loan debts of the [lessee] Company are authorised to be recovered;" and arrears of one year may be recovered out of the profits of subsequent years. But the preference dividend to be substituted for such rent seems, under Section 12 of the Bill and Section 14 of "The Companies Clauses Act, 1863," to be payable only out of the profits of the current year. It will therefore be a matter for inquiry how far the proposed alteration is assented to by individual proprietors of shares entitled to the present fixed and contingent rents.

Sections 9 and 13. It seems desirable that the Bill should define the purposes to which the sums raisable by the North British Railway Company under the Bill are to be applicable, more especially if, as is perhaps intended, they are to be applicable to purposes unconnected with the Edinburgh and Bathgate Railway, in respect of which the money powers in question were originally given.

Sections 11 and 13. It would be more accurate, and it seems desirable, after "subject to the provisions of this Act," to add, "and of the Acts and parts of Acts incorporated herewith."

Section 15. The Bill does not propose to enable the mortgagees under this clause to obtain the appointment of a judicial factor.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*North British and Edinburgh and Bathgate
Railway Companies Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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North British and Leadburn, Linton, and Dolphinton Railway Company's Bill.

It is proposed by this Bill to effect an amalgamation of the Leadburn, Linton, and Dolphinton Railway Company, with the North British Railway Company, as from the 1st July 1865, by dissolving the former Company, and vesting their undertaking and powers in the North British Company; the holders of ordinary shares in the dissolved Company becoming holders of North British Leadburn shares, with a preference dividend equal in each half year to the previous half-year's dividend paid upon North British ordinary stock. Objects.

The North British Railway Company are to pay the debts of the Leadburn, &c. Company, but are to deduct any excess beyond 28,600 *l.* from the dividends payable on the Leadburn shares.

The North British Company are also authorised to call up the portion of the Leadburn shares not called up before the amalgamation; and to raise by shares an amount equal to the Leadburn Company's unissued and cancelled shares; and to borrow the amount which the Leadburn Company might have borrowed.

Reference may be made to the observations on “Amalgamation Sale and Lease,” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 24.

Section 2. It is usual, and it seems desirable, to incorporate besides the clauses of “The Companies Clauses Consolidation (Scotland) Act, 1845,” here mentioned, the clauses of that Act with respect to the borrowing of money by the Company on mortgage or bond, the conversion of the borrowed money into capital, the general meetings of the Company, and the exercise of the right of voting by the shareholders, the making of dividends, and the giving of notices. Observations.

Sections 4, 10, and 12. It would be more accurate, and it seems desirable, to add, after “subject to the provisions of this Act,” in each of those clauses, the words, “and of the Acts and parts of Acts incorporated herewith.”

Section 5. It seems proper to except the powers of borrowing money from the powers of the dissolved Company, which are transferred to the North British Railway Company, as powers of borrowing the same amount are conferred on the last-named Company by Section 13 of the Bill.

Section 8. Twenty thousand in line 18, seems to be a mistake for Twenty-eight thousand.

Section 13. See remark above, under Section 5.

The Bill does not, as is usual, make the exercise of the powers of borrowing dependent on the previous issue, and part payment of the share capital authorised by the Bill. Nor does it provide for the appointment of a judicial factor, and save the priority of mortgages granted by the Company before the passing of the Bill.

Board of Trade,
March 1866. .

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*North British and Leaburn, Linton, and
Dolphinton Railway Company's Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS re-
lating to HARBOURS, DOCKS, and TIDAL WATERS,
of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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Solway Junction Railway (Capital) Bill.

It is proposed by this Bill—

Objects.

To authorise the Solway Junction Railway Company to raise further sums of 60,000 *l.* by new ordinary or preferential shares, and 20,000 *l.* by loan :

To authorise the North British, the Glasgow and South Western, and the Whitehaven Junction Railway Companies, or any of them, to subscribe towards the undertaking of the Company any sum not exceeding 100,000 *l.* each ; and to raise the amount of their subscription by new ordinary or preferential shares.

Section 2. It is usual, and it seems desirable, to incorporate, besides the clauses of “The Companies Clauses Consolidation Act, 1845,” here referred to, the clauses with respect to The general meetings of the Company, and The exercise of the right of voting by the shareholders, and to The making of dividends. Observations.

Section 12. It would be in accordance with the practice of Parliament to make applicable to the additional capital authorised to be raised by a subscribing Company, not only Part II. of “The Companies Clauses Act, 1863,” which is referred to in this clause, but also the usual provisions relating to capital of “The Companies Clauses Consolidation Act, 1845.”

Sections 16, 17, and 18. It would seem proper to apply these Sections to the subscribing Companies, as well as to the Solway Junction Railway Company.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Solihay Junction Railway (Capital) Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
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RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
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Southern Railway Bill.

It is proposed by this Bill to enable the Southern Railway Company, incor- Objects.
porated in 1865—

To make a deviation (1 mile 20 chains) in their authorised line near its junction with the Waterford and Limerick Railway at Clonmel, and 3 tramways, to be worked by steam or otherwise, viz. : No. 1 (8 miles 40 chains) from their authorised Railway in the parish of Graystown to a point near the Capper Colliery in the parish of Ballingarry ; No. 2 (60 chains) from No. 1 in the parish of Ballingarry, to a point near the Ballynastic Colliery in the parish of Buslick ; No. 3 (17 chains), from No. 2 in the parish of Ballingarry, to a point near the Earlshill Colliery, in the same parish :

To raise further sums of 60,000 *l.* by 10 *l.* ordinary shares, and 20,000 *l.* by loan :

To divide any share in their capital into preferred (6 per cent.) and deferred half shares :

To issue a *Five* per cent. debenture stock :

To enter into arrangements with the Great Southern and Western, and the Waterford and Limerick Railway Companies, or either of them, with respect to the working and traffic of the proposed Railway and tramways.

Section 3. It is usual, and it seems desirable to incorporate, besides the Observations.
provisions of “ The Companies Clauses Consolidation Act, 1845,” here mentioned, the provisions of that Act with respect to the general meetings of the Company, and the exercise of the right of voting by the shareholders, the making of dividends, and the giving of notices.

“ Expressly ” should be inserted before “ provided for ” in line 24 of page 3.

Sections 6 and 18. It would be more accurate, and it seems desirable, after “ subject to the provisions of this Act,” to add, “ and of the Acts and parts of Acts incorporated herewith.”

Section 33. This clause by allowing five years for the completion of the “ Railway ” may practically postpone the completion of the Line authorised in 1865, (of which it is a deviation), from the 5th of July 1870 until 1871. If
15—CCIII. this

this is sanctioned it would seem desirable to state precisely the effect which such postponement is to have on the deposit under Section 26 of the Southern Railway Act 1865.

Section 39. It seems to be a question whether a “*four* mile” distance would not be more in accordance with the practice of Parliament for the purposes of this clause than the proposed “*six* mile” distance.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Southern Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Miner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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Sunningdale and Cambridge Town Railway Bill.

It is proposed by this Bill to enable the Sunningdale and Cambridge Town Railway Company—

To make alterations in the levels of their Line, authorised in 1864, extending over a distance of three miles :

To carry their Extension Railway, authorised in 1865, across a road on the level instead of by a bridge :

To raise further sums of 20,000 *l.* by shares, ordinary or preferential, and 6,600 *l.* by loan :

And to enter into working and traffic arrangements with the South Eastern Railway Company.

Section 2. It is usual, and it seems desirable, besides the clauses of “The Companies Clauses Consolidation Act, 1845,” here mentioned, to incorporate the clauses of that Act with respect to the general meetings of the Company, and the exercise of the right of voting by the shareholders, the making of dividends, and the giving of notices. Observations.

Sections 7 and 17. With reference to the power to apply the capital raised by the issue of preference shares to the extension as well as to the original Line, it is to be observed that the Company have not yet opened their original Line.

Section 7. It would be more accurate, and it seems desirable, to add, after “Subject to the provisions of this Act,” the words “and of the Acts and parts of Acts incorporated herewith.”

Section 14. The Bill does not propose to enable the mortgagees under this clause to obtain the appointment of a receiver.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Sunningdale and Cambridge Town Railway
Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Teign Valley Railway Bill.

It is proposed by this Bill to enable the Teign Valley Railway Company— Objects.

To make a Railway, 7 miles 36 chains in length, from their authorised
Line at Doddiscombsleigh to Exeter :

To raise further sums of 150,000 *l.* by shares, and 50,000 *l.* by loan :

To attach a preference dividend to any of the new shares issued after the
Company's original Line is open :

To lay down narrow gauge rails on the Company's Railways.

And to enter into working and traffic agreements with the South Devon
Railway Company.

Section 2. It is usual, and it seems desirable, besides the clauses of “ The Com- Observations.
panies Clauses Consolidation Act, 1845,” here mentioned, to incorporate the
clauses with respect to the general meetings of the Company, and the exercise
of the right of voting by the shareholders, the making of dividends, and the
giving of notices.

Section 10. It would be more accurate, and it seems desirable, to add after
“ subject to the provisions of this Act,” the words “ and of the Acts and parts
of Acts incorporated herewith.”

Section 17. Reference may be made to the Observations on “ Dimensions of
Bridges,” in the General Report of the Board of Trade on the Railway, &c. Bills
of this Session, page 26.

Section 20. This power of deviation appears to be intended to exceed that
limited by section 15 of “ The Railways Clauses Consolidation Act, 1845.”
It is not usual to authorise a departure from the provisions of the General Act,
unless special reason is shown in the particular case. No such reason is
apparent in this Bill.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Teign Valley Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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Downs Docks Bill.

It is proposed by this Bill to change the shares in the Downs Docks Company Objects.
from 10 *l.* to 20 *l.* shares :

To authorise the Downs Docks Company—

To raise additional sums of 60,000 *l.* by shares, and 20,000 *l.* by loan, making their capital amount to 300,000 *l.* in 20 *l.* shares, and 100,000 *l.* on loan :

To divide any share in their capital into preferred (6 per cent.) and deferred half shares :

And to let (for any term) or transfer their undertaking to the South Eastern and the London, Chatham and Dover Railway Companies, or either of them :

To extend the time for the compulsory purchase of land and completion of works from the 23d June 1867 and 1871 respectively, to the 23d of June 1868 and 1872 respectively.

Section 2. It is usual, and it seems desirable, to incorporate, besides the Observations. clauses of “The Companies Clauses Consolidation Act, 1845,” here referred to, the clauses of that Act with respect to the general meetings of the Company, and the exercise of the right of voting by the shareholders, the making of dividends, and the giving of notices.

Section 23. The Bill does not contain the usual provision for a deposit of a copy of the lease or deed of transfer with the Clerk of the Peace, or for publication of a notice of the change of ownership ; nor does it provide, as seems expedient, for a dissolution of the Downs Docks Company in the event of a sale.

Section 34. It seems proper that this Clause should apply to the Docks and other works, as well as to the Railways authorised by the Act of 1864.

Board of Trade,
March 1866.

T. H. Farrer.

RAILWAY AND CANAL, &c. BILLS.

[Downs Docks Bill.]

FURTHER REPORT of the BOARD OF TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

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RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Redheugh Bridge and Approaches Bill.

IT is proposed by this Bill to incorporate “ The Redheugh Bridge Company,” Objects.
with a capital of 40,000 *l.* in 10 *l.* shares, and 13,000 *l.* by loan, with power to
make a Toll Bridge over the River Tyne, above the Tyne Bridge and High Level
Bridge at Newcastle, commencing in Shot Factory Lane, in Elswick, in the
borough of Newcastle-upon-Tyne, and terminating near the Redheugh Station of
the North Eastern Railway in the borough of Gateshead, and Approaches to either
end of such Bridge : the proposed Bridge to be made subject to the approval of
the Tyne Improvement Commissioners.

Interference with Tidal Waters.

The Bill provides (Section 25) that the Bridge shall be so constructed as to Tidal Waters.
have a clear headway above high water of ordinary spring tides in the centre of
the middle span at least three feet higher than the clear headway of the High
Level Bridge of the North Eastern Railway Company at Newcastle, and the
centre and two side spans shall be of not less width than is shown on the deposited
plans ; and the foundations of the piers in the river shall be laid at such a depth
as to allow, with proper security to the Bridge, of 20 feet of water close alongside
of the piers at low water of ordinary spring tides.

The deposited plans show a middle span 345 feet wide, and two side spans
each 220 feet wide, and all three with 54 feet headway above high-water line.

The Bill provides (Section 28), that the plans, sections, and working drawings
of the Bridge shall be submitted for the approval of the River Tyne Improvement
Commissioners ; but it does not contain the following provisions for the protec-
tion of navigation, which appear to be rendered necessary by the proposed inter-
ference with tidal waters, viz :

A clause for prohibiting the construction or alteration of any work below high-
water mark without the previous consent of the Board of Trade, with power for
the Board of Trade to remove, at the expense of the Company, any work com-
menced without such consent ; in terms corresponding to Section 12 of “ The
Harbours, Docks, and Piers Clauses Act, 1847 : ”

Clauses for exhibiting of lights on the works during construction and after
completion of the Bridge ; for abatement of works abandoned or decayed ; and
for survey of the works by the Board of Trade ; in terms corresponding to those
of Section 13, 18, and 19 of “ The Railways Clauses Act, 1863.”

Board of Trade,
March 1866.

T. H. Farrer.

RAILWAY AND CANAL, &c. BILLS.

[Redhough Bridge and Approaches Bill.]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Bristol and North Somerset Railway (Deviation) Bill.

It is proposed by this Bill to enable the Bristol and North Somerset Railway Company— Objects.

To make three Railways of an aggregate length of 1 mile 62 chains, being a deviation of their authorised Railway at Radstock, and branches therefrom to the Lower Writhlington Pit at Writhlington, and to the Frome and Radstock Branch of the Great Western Railway, at Radstock :

To subscribe 120,000 *l.* to the following Companies, viz. :—

To the Bristol Port and Pier Railway Company, 20,000 *l.* ;

To the Bristol Port Extension Railway Company, 50,000 *l.* ;

To the Bristol Port and Channel Dock Company, 30,000 *l.* ;

To the Somerset and Dorset Railway Company, 20,000 *l.* :

To raise the above sum of 120,000 *l.* and additional sums of 40,000 *l.* for the Railways authorised by this Bill, and 100,000 *l.* for other purposes of the Company (making 260,000 *l.*) by new ordinary or preferential shares :

To raise by loan in respect of the several amounts of new capital above mentioned, various sums amounting to 81,100 *l.* :

To appoint two directors of each of the Companies to which they subscribe :

To enter into agreements with the Somerset and Dorset Railway Company respecting the working and traffic of their respective Railways.

It is also proposed by this Bill to confirm an agreement set forth in the Schedule, for the working by the Somerset and Dorset Railway Company of the Bristol and North Somerset Railway, for 21 years from the opening of that Railway, conditionally on the Bristol and Somerset Railway Company obtaining power to lay down narrow gauge on every part of their Railway, and to extend their Railway to join the Somerset and Dorset Railway at Pylle Station.

In the Preamble (page 2) it is recited that the Somerset and Dorset Railway Company should be authorised to subscribe to the Bristol and North Somerset Railway ; but the Bill contains no provision for that purpose.

Section 2. It is usual and it seems desirable to incorporate besides the clauses of Observations.
“ The Companies Clauses Consolidation Act, 1845,” here mentioned, the clauses of that Act with respect to the general meetings of the Company, and the exercise of the right of voting by the shareholders, the making of dividends, and the giving of notices.

Section 4. After, “ subject to the provisions of this Act,” should be added, “ and of the Acts and parts of Acts incorporated herewith.”

Section 8. With respect to the proposed power to create preference capital for the purpose of subscribing to other Companies and making the extension proposed in this Bill, it is to be observed that the Company have not yet opened their original line. "The other purposes of this Act," at the end of Section 8, appears to be intended to include purposes of the Act of 1863, which might therefore be properly referred to in this clause.

Section 12. It is not the practice of Parliament to allow a Company to borrow in respect of capital raised for the purpose of a subscription to another Company.

Section 20. With respect to the five years proposed for the completion of works, it may be observed that a portion of the proposed Railways is a deviation from the Company's authorised line which should be completed in 1868, pursuant to the Company's Act of 1863.

Section 26. It is to be observed that the agreement which is to be confirmed by this clause, provides that the Bristol and North Somerset Railway Company shall lay down narrow gauge rails on every part of their Railway. It may be a question whether the Bill should not make it appear whether the broad gauge is also to be laid, or not, as at present required by the 22d Section of the Company's Act of 1863.

It may deserve consideration whether power should not be given to the Board of Trade to revise this agreement at the end of ten years in the interests of the public, in accordance with Section 27 of "The Railways Clauses Act, 1863,"

The Bill does not contain the usual provision for saving prejudice to the rights of third parties from the agreement.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Bristol and North Somerset Railway
(Deviation) Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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Caledonian Railway (Lanarkshire, &c., Branches) Bill.

It is proposed by this Bill to enable the Caledonian Railway Company—
To make the following Branch Railways, viz :

Objects.

Nos. 1, 2, 3, 4, 5 and 6, of the aggregate length of 16 miles 19 chains, in connection with the Company's existing and authorised lines in the districts between Carluke, Dikehead and Wilsontown;

(No. 7), 2 miles 35 chains in length, in the parish of Hamilton, from the Company's Clydesdale Junction line to the Company's Main Lesmahagow Branch;

(No. 8), 3 miles 22 chains in length from a junction with the Company's Glasgow, Paisley and Greenock Railway near Paisley, to Johnstone;

(Nos. 9, 10, 11 and 12), of the aggregate length of 3 miles 21 chains, to the Clyde Iron Works at Fullarton, near Coatbridge and at West Calder;

(No. 13), 3 miles 40 chains in length from the Company's Hamilton and Strathaven line at Blantyre to the Kilbride Extension of the Busby Railway at East Kilbride;

To raise additional sums of 460,000 *l.* by shares and 153,300 *l.* by loan :

To establish a provident fund for the Company's officers and servants :

To postpone the sale of the Company's superfluous lands for five years :

To enter into traffic arrangements and to interchange traffic facilities with the Glasgow and South Western, the London and North Western, the Midland, the North Eastern, and the North British Railway Companies.

Sections 4 and 8. It would be more accurate, and it seems desirable, to add after “Subject to the provisions of this Act,” the words, “and of the Acts and parts of Acts incorporated herewith.”

Observations.

Section 9. This Bill does not contain a clause enabling the mortgagees to obtain the appointment of a receiver.

Section 14. The usual period allowed for the compulsory purchase of land is three years.

Section 18. With respect to these numerous departures from the requirements of “The Railways Clauses Consolidation (Scotland) Act, 1845,” see the observations on “Dimensions of Bridges,” in the General Report of the Board of Trade on Railway, &c. Bills of this Session, page 26.

Section 20. These unusual powers of deviation, exceeding those allowed by the 15th section of “The Railways Clauses Consolidation (Scotland) Act, 1845,” appear to be questionable, more especially as the Railway passes through the town of Hamilton.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

*[Caledonian Railway (Lanarkshire, &c.,
Branches) Bill.]*

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(Mr. Milner Gibson.)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

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RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Cashel Junction Railway Bill.

It is proposed by this Bill, to incorporate “The Cashel Junction Railway Objects.
Company,” with a capital of 55,000 *l.*, in 10 *l.* shares, and 18,300 *l.* on loan, and
to empower them—

To make a Railway (8 miles) from a double junction with the authorised
line of the Southern Railway, in the parish of Rathcool, to Cashel.

Section 3. The Bill does not contain the interpretation usual in Acts relating Observations.
to Irish Railways, that in the incorporated Acts, “clerk of the Union” shall be
substituted for “portmaster.”

Section 5. After “subject to the provisions of this Act,” should be added,
“and of the Acts and parts of Acts incorporated herewith.”

Sections 23 and 31. With reference to the term of *five* years for completion,
and the “short distance” of *four* miles, it is to be observed, that the length of
the proposed Railway is *eight* miles.

Section 26. See the observations on “Dimensions of Bridges,” in the General
Report of the Board of Trade on the Railway, &c. Bills of this Session, page 26.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[Cashel Junction Railway Bill.]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Central Ireland Railways Bill.

It is proposed by this Bill—

To enable the Waterford and Kilkenny and the Kilkenny Junction Railway Objects.
Companies—

To make, jointly, the following Railways (to connect the Kilkenny Junction Railway at Maryborough, by lines passing by Mountmellick and Philipstown, with the Midland Great Western Railway of Ireland at Mullingar), viz. :

No. 1, 6 miles 60 chains in length, from the Kilkenny Junction Railway, near Maryborough, to Mountmellick, with a Junction Line (No. 4) (20 chains in length) connecting it with the Great Southern and Western Railway at the Maryborough Station ;

No. 2, 6 miles 10 chains in length, from the termination of No. 1, to Geashill, with a Junction Line (No. 5) (20 chains in length) connecting it with the Great Southern and Western Railway at the Geashill Station ;

No. 3, 22 miles 50 chains in length, from No. 2, near Geashill, to the Midland Great Western Railway of Ireland at Mullingar :

To run over a short portion of the Midland Great Western Railway between the junction therewith of the proposed Railway and the Mullingar Station, and to use that Station :

To authorise each of the above-named Companies to raise, as a distinct “Central Ireland” capital, 110,000 *l.* by shares, ordinary or preferential, and 36,600 *l.* by loan :

And to provide for the execution and management of the Railway by a joint committee, appointed partly by the respective Directors, and partly by the respective “Central Ireland” Shareholders, of the two Companies.

Section 2. It is usual, and it seems desirable, to incorporate, besides the clauses of “The Companies Clauses Consolidation Act, 1845” here mentioned, the clauses of that Act with respect to the general meetings of the Company and the exercise of the right of voting by the shareholders, the making of dividends, and the giving of notices. Observations.

Sections 4 and 9. It would be more accurate, and it seems desirable, to add after “subject to the provisions of this Act” the words “and of the Acts and parts of Acts incorporated herewith.”

Sections 17 and 18. The Bill does not propose to enable the respective mortgagees under these clauses, to obtain the appointment of a receiver.

Section 44. See the observations on “Running Powers” in the “General Report of the Board of Trade, on the Railway, &c. Bills of this Session,” page 25.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Central Ireland Railways Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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Clevedon and Portishead Railway Bill.

It is proposed by this Bill to incorporate “The Clevedon and Portishead Railway Company” with a capital of 70,000 *l.* in 20 *l.* shares, and 23,333 *l.* on loan, and to empower them—

Objects.

To make a Railway (No. 1), (6 miles 11 chains), from the Clevedon Branch of the Bristol and Exeter Railway, near Clevedon, to the authorised line of the Bristol and Portishead Pier and Railway Company at Portishead; and a Branch (No. 2), (34 chains), from (No. 1), to the town of Clevedon :

To enter into arrangements with the Bristol and Exeter Railway Company, and the Bristol and Portishead Pier and Railway Company, with respect to the construction, working, and traffic of the proposed Railways :

To have traffic facilities, by through booking and through carriages from the same two Companies :

And to have traffic facilities and accommodation at Portishead Pier, from the Bristol and Portishead Pier and Railway Company.

Section 5. It would be more accurate, and it seems desirable, after, “Subject to the provisions of this Act,” to add, “and of the Acts and parts of Acts incorporated herewith.”

Observations.

Section 38. With reference to the proposal to authorise agreements for the construction of a Railway, it is to be observed, that it is the practice of Parliament to leave the construction of a Railway to the Company which is authorised to purchase lands and raise money for that purpose.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Cleveland and Portshhead Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
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RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Colnbrook Railways Bill.

It is proposed by this Bill to incorporate “ The Colnbrook Railway Company ” ^{Objects.}
with a capital of 60,000 *l.* in 10 *l.* shares, and 20,000 *l.* on loan ; and to empower
them—

To make three Railways, viz. :

No. 1 (2 miles 45 chains), from the Great Western Railway, near the
West Drayton Station, to Colnbrook ;

No. 2 (2 miles 65 chains), from (No. 1) at its termination, to the
Windsor Branch of the London and South Western Railway near Staines ;

No. 3 (48 chains), to connect (No. 1) with the Uxbridge Branch of
the Great Western Railway near West Drayton :

To enter into arrangements with the Great Western and the London and
South Western Railway Companies, or either of them, with respect to the
working and traffic of the proposed Railways :

To run over the portions of the Uxbridge Branch and main Line of the
Great Western Railway between the intended junctions therewith respectively,
and the West Drayton Station, and over the portion of the London and South
Western Railway between the intended junction therewith and Staines Station,
and to use the West Drayton and Staines Stations.

Section 2. The incorporation of Part II., relating to “ additional capital,” of ^{Observations.}
“ The Companies Clauses Act, 1863,” seems superfluous.

It seems desirable to insert, as usual, “ expressly ” before “ varied or excepted.”

Section 5. After “ Subject to the provisions of this Act,” should be inserted,
“ and of the Acts and parts of Acts incorporated herewith.”

As the new Railway will have junctions with the Great Western Railway, it
may be proper to define the intended gauge.

Sections 21 and 32. With reference to the term of *five* years for completion,
and of *four* miles for a “ short distance,” it is to be observed, that the total
length of the proposed Railways is under *six* miles.

Section 41. See the observations on “ Running Powers ” in the General Report
of the Board of Trade on the Railway, &c. Bills of this Session, page 25.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Colnbrook Railways Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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Dagenham Dock Railways Bill.

It is proposed by this Bill to incorporate “ The Dagenham Dock Railways Company,” with a capital of 150,000 *l.* in 20 *l.* shares, and 50,000 *l.* by loan, and to empower them—

To make the following Railways and Piers, viz. :—

No. 1, a Railway (4 miles 10 chains) from the north shore of the River Thames, at Dagenham, to the Colchester Line of the Great Eastern Railway, near the Romford Station ; with a Branch (No. 2), 19 chains, to connect it with the London, Tilbury, and Southend Railway, in the parish of Dagenham ; No. 3, a Railway (1 mile 14 chains) ; and No. 4, a Junction Branch (24 chains), from a Double Junction with the North Kent Line of the South Eastern Railway, in the parish of Erith, to the river-wall of the River Thames, near Crossness Point ; No. 5 and No. 6, Piers in the River Thames, at the extremity of Railway No. 1, at Dagenham, and at the extremity of Railway No. 3, near Crossness Point, respectively :

To establish a Ferry across the River between the proposed Piers, and to provide steam and other vessels for the purposes of the Ferry :

To enter into arrangements with the Dagenham (Thames) Dock Company, and the Great Eastern, the London, Tilbury, and Southend, and the South Eastern Railway Companies, with respect to the working and traffic of the proposed Railways, Piers, and Ferry.

It is also proposed by this Bill to enable the Dagenham (Thames) Dock Company to subscribe 50,000 *l.* to the New Company, and to raise the same by new Ordinary or Preference Shares, and to appoint Three Directors of the new Company.

Section 2. See below, Observations with respect to interpretation of Sections 13 to 19, in Part I. of “ The Railways Clauses Act, 1863.” Observations.

Section 5. After “ subject to the Provisions of this Act,” should be added, “ and of the Acts and parts of Acts incorporated herewith.”

Section 25. See the Observations on “ Dimensions of Bridges,” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 26.

Section 30. With respect to the “ short distance,” *four* miles, it is to be observed that the total length of the proposed Railways on both sides of the River is under *six* miles.

Sections 36—40. The Bill does not contain the usual provision for securing the equality of treatment of persons using the piers or ferry and not the Railway, or the Railway and not the piers or ferry.

It seems to be a question whether Sections 37 and 40, in their present form may not authorise charges at variance with the principle of equality.

Section 58. It seems proper to add to this Clause a reservation of the operation of present and future general Acts relating to piers, and to lights, buoys and beacons, and the rights, powers and privileges of the General Lighthouse Authorities

Interference with Tidal Waters.

Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz. :—

Railway No. 1 commences on the bed of the Thames, east of the entrance of Dagenham Dock.

Railway No. 3 terminates on the river bank of the Thames, near Crossness Point.

A pier or jetty (No. 5) extending about 130 yards into the Thames, in a southerly direction, from the commencement of Railway No. 1.

A pier or jetty (No. 6) extending about 200 yards into the Thames, in a northerly direction, from the termination of Railway No. 3.

Such interference would render necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," of "The Harbours, Docks, and Piers Clauses Act, 1847," and of Sections 13 to 19, both inclusive ("Protection to Navigation"), of "The Railways Clauses Act, 1863." And the Bill should state that, in construing those sections of the last-mentioned Act, the words "Work" and "Railway" shall be taken to include the piers, jetties, and landing-places, and works connected therewith, authorised by this Bill

The Bill proposes to incorporate all of these enactments, but does not contain the interpretation clause above referred to.

With respect to the proposed jetty at Dagenham Dock, the Board of Trade have to observe that a jetty already exists at that point, and that to place another close to it, which will also be within about 50 yards from the dock entrance, may prove an inconvenience to shipping using that entrance and the adjoining part of the river.

The Board of Trade would suggest, either that arrangements be made for the use of the existing jetty for the intended purposes of the proposed pier No. 5, or that that pier be constructed at a greater distance from the dock entrance.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Dagenham Dock Railways Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and
BILLS relating to HARBOURS, DOCKS, and
TIDAL WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

15—CCXIV.

Under 1 oz.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS and TIDAL WATERS, of this Session.”

Delabole Railway and Bossinney Harbour Bill.

It is proposed by this Bill to incorporate “The Delabole Railway and Bossinney Harbour Company,” with a capital of 80,000 *l.*, in 10 *l.* shares, and 26,500 *l.* by loan; with powers to execute the following works, viz. :—

A Railway, No. 1 (3 miles 31 chains), from near Delabole to Bossinney, in the county of Cornwall:

A Railway, No. 2 (46 chains), from the termination of No. 1, passing by the headland on the west side of Bossinney Harbour, and thence across that Harbour to a point near the “Mooring Place,” at the south side of the Lye Rock, in Bossinney Harbour; the embankment of the Railway in the Harbour to be used, also, as a wharf and landing place:

A Railway, No. 3 (31 chains), from a point in No. 1, in the parish of Tintagell, to a point in the parish of Lanteglos:

The filling up and recovering of such parts of Bossinney Harbour as may be enclosed by Railway No. 2:

Wharves in connection with the Railways.

Section 5. After, “Subject to the provisions of this Act,” should be added, “and of the Acts and parts of Acts incorporated herewith.”

Section 27. With respect to the proposed *four* miles, “short distance,” it is to be observed that the whole length of the intended Railways is less than $4\frac{1}{2}$ miles.

Section 42. In respect of the intended wharves, and power to levy rates thereat, it seems proper to add a Clause reserving the operation of “The Merchant Shipping Act, 1854,” and of Acts amending that Act, and of present and future General Acts relating to piers or landing places, or to shipping, or dues on shipping, or goods carried in ships, or to lights, buoys, and beacons, and the rights, powers, and privileges of the General Lighthouse authorities; and, also, the future revision and alteration, under the authority of Parliament, of the rates or charges in respect of the landing places or wharves authorised by this Bill.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz. :

Railway No. 2 runs from the mainland to Lye Rock, in Bossinney Harbour; it is proposed to construct wharves and landing places in this part of the line; and power is taken to fill up and recover those portions of the Harbour which may be enclosed by any part of this Railway.

Such interference renders necessary the incorporation in the Bill of “The Railways Clauses Consolidation Act, 1845,” of “The Harbours, Docks, and Piers Clauses Act, 1847,” and of Sections 13 to 19, both inclusive (“Protection to Navigation”), of “The Railways Clauses Act, 1863.”

The Bill proposes to incorporate all of these enactments.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Delabole Railway and Bossiney Harbour
Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

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RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Great Eastern, Great Northern, and Manchester, Sheffield, and Lincolnshire Railway Companies Bill.

It is proposed by this Bill to enable the Great Eastern Railway Company— Objects.

To run over the Manchester, Sheffield, and Lincolnshire Railway, between Sykes Junction and Retford, and to use the Stations thereon, upon such terms as may be agreed upon between the two Companies :

And to enter into agreements with the Great Northern and the Manchester, Sheffield, and Lincolnshire Railway Companies, or with the latter Company only, with respect to the use and traffic of the Railways of the contracting Companies.

Section 7 provides that nothing in the Bill shall invalidate the agreements already subsisting between the Great Northern and the Great Eastern Railway Companies, and between the Great Eastern, the Great Northern, and the Manchester, Sheffield, and Lincolnshire Railway Companies, bearing date respectively, 20 June 1865, “or any other agreement lawfully subsisting between the said Companies, or any of them.” Observations.

This would seem to amount to a recognition by Parliament that the agreements of 20 June 1865, are “lawfully subsisting;” and it may therefore be a question whether the practice of Parliament does not require that those agreements shall be set out in a Schedule to the Bill.

The Board of Trade has not had any opportunity of considering the fitness of the agreements in question for recognition by Parliament.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Great Eastern, Great Northern, and Manchester, Sheffield, and Lincolnshire Railway Companies Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
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RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Great Northern and Western (of Ireland) Railway Bill.

It is proposed by this Bill—

Objects.

To extend the period for the completion by the Great Northern and Western (of Ireland) Railway Company of their Castlebar and Westport Extension (authorised in 1861), and of the Ballina Extension (authorised in 1862), from the 12th of June 1866, and the 29th of July 1867, respectively, until 1869 :

And to authorise the Company to raise further sums of 30,000 *l.* by new preference shares, and 10,000 *l.* by loan.

Section 2. It is usual, and it seems desirable, to incorporate, besides the Observations, clauses of “The Companies Clauses Consolidation Act, 1845,” here mentioned, the clauses of that Act with respect to the general meetings of the Company and the exercise of the right of voting by the shareholders, and the giving of notices.

Section 8. The Bill does not propose to enable the mortgagees under this clause to obtain the appointment of a receiver.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Great Northern and Western (of Ireland)
Railway Bill.*]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL Bills, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Ilfracombe Railway Bill.

THIS Bill states that the London and South Western Railway Company have paid, but the Devon and Somerset Railway Company have made default in payment of a call, amounting to 21,000*l.*, made under the “ Ilfracombe Railway Act, 1865,” by which provision was made for those two Companies becoming joint and equal owners of the undertaking authorised by “ The Ilfracombe Railway Act, 1864.”

It is proposed by the Bill—

Objects.

To require that, within one month of its passing, each of the London and South Western Railway Company and the Devon and Somerset Railway Company shall pay to the Ilfracombe Railway Company 10,500*l.*, to defray the expenses of obtaining the Acts of the Ilfracombe Railway Company, and that the Devon and Somerset Railway Company shall also pay to that Company a further sum of 10,500*l.* in respect of the call on the shares held by them ; and in case of compliance by the London and South Western Railway Company, and of non-compliance by the Devon and Somerset Railway Company, then that the “ Ilfracombe Railway Act, 1865,” as well as Sections 59 and 60 of the “ Ilfracombe Railway Act, 1864,” (which confirmed an agreement for the acquisition by the two Companies of the undertaking of the Ilfracombe Railway Company,) shall be repealed, and the “ Ilfracombe Railway Act, 1864,” with the exception of those two sections, shall be in full force.

The costs of the London and South Western, and of the Ilfracombe Railway Companies, in respect of the Act of 1865, and of this Bill, to be paid by the Devon and Somerset Railway Company.

No observations by the Board of Trade appear to be necessary.

The *Devon and Somerset Railway (Amendment of Acts)* Bill, of this Session, also has for its object to repeal the “ Ilfracombe Railway Act, 1865,” and to withdraw the Devon and Somerset Railway Company from participation in the Ilfracombe Railway undertaking.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Lyfcombe Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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“ THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Llanelly Railway and Dock Bill.

It is proposed by this Bill to enable the Llanelly Railway and Dock Com- Objects.
pany—

To make (as part of their Swansea Lines Undertaking), in pursuance of a requirement contained in “ The Llanelly Railway (Extension to Mumbles) Act, 1865,” a Pier in Swansea Bay, at the termination of the Company’s authorised line to the Mumbles :

To make an alteration in the levels of a portion (43 chains) of the same line :

To cross on the level, instead of by a bridge, a public road, in the parish of Oystermouth, on the same line :

To cross upon the level, a public road in the parish of Abergwilly, on their line authorised in 1863 :

To maintain permanently the deviation line authorised by their Act of 1863, in the parish of Swansea, as the same has been constructed by them in part beyond the limits of deviation, including a diversion of part of the Oystermouth Railway :

To raise further sums of 40,000 *l.* by new ordinary or preference shares in their Swansea Lines Undertaking, and 13,300 *l.* by loan :

To apply capital which they are authorised to raise for their “ original Undertaking” to the “ Swansea Lines” and “ Carmarthen Line” Undertakings :

To run over the Carmarthen and Cardigan Railway, between the junction therewith of the South Wales Line of the Great Western Railway, at Myrtle Hill, near Carmarthen, and the junction therewith of the Manchester and Milford Railway, near Pencader ; and to use the stations thereon :

To purchase land for the purpose of a station, in connection with the Carmarthen and Cardigan Railway above mentioned :

And to interchange traffic facilities with the Carmarthen and Cardigan Railway Company.

Section 2. It is usual, and it seems desirable, to incorporate, besides the pro- Observations.
visions of “ The Companies Clauses Consolidation Act, 1845,” here mentioned, the provisions of that Act with respect to The general meetings of the Company, and the exercise of the right of voting by the shareholders, The making of dividends, and The giving of notices.

Section 4. The words “ and of the Acts and parts of Acts incorporated herewith ” should be added after “ Subject to the provisions of this Act.”

Section 11. The Bill does not propose to enable the mortgagees under this clause to obtain the appointment of a receiver.

Section 26. It may deserve consideration whether there should not be inserted in this Bill the usual provision for securing equality of treatment to persons who use the Pier and not the Railway, and *vice versa*.

Section 31. See the Observations on "Running Powers" in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 25.

Section 39. It seems appropriate, to substitute "piers" for "docks" It would also be proper to reserve the operation of present and future General Acts relating to lights, buoys, and beacons, and also the rights, powers, and privileges of the general lighthouse authorities.

Interference with Tidal Waters.

Tidal Waters.

Interference with Tidal Waters is proposed by this scheme in the following instance, viz.:—

A Pier in Swansea Bay, 180 yards long, at the termination of the authorised Llanelly Railway, at the Mumbles Point.

Such interference renders proper the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," of "The Harbours, Docks, and Piers Clauses Act, 1847," and of Sections 13 to 19, both inclusive ("Protection to Navigation"), of "The Railways Clauses Act, 1863."

The provisions required for the protection of navigation appear to be contained in this Bill.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[Ilanelly Railway and Dock Bill.]

FURTHER REPORT of the Board of Trade
on the RAILWAY and CANAL BILLS, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed
9 February 1866.

15--CCXIX.

Under 1 oz.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

1. *Llynvi Valley Railway Company and Ogmore Valley Railway Company Bill.*
 2. *Llynvi Valley Railway (Extensions, &c.) Bill.*
-

1. *Llynvi Valley Railway Company and Ogmore Valley Railway Company Bill.*

It is proposed by this Bill to effect an amalgamation of the Llynvi Valley Railway Company with the Ogmore Valley Railways Company, by dissolving the latter Company and vesting their undertaking and powers (including those of the two Companies, under “The Llynvi and Ogmore Railways Act, 1864,” and of either of the two Companies under any Act of this Session) in the Llynvi Valley Railway Company, under the name of “The Llynvi and Ogmore Railway Company.” The proprietors of ordinary shares in the two Companies are to become proprietors of “Llynvi ordinary capital” and “Ogmore ordinary capital” respectively in the Llynvi and Ogmore Railway Company; and after payment of the preference dividends for the time being, the profits are to be applied first in payments to the holders of “Llynvi ordinary capital” of a 5 per cent. dividend, then in payment to the holders of “Ogmore ordinary capital” of the like dividend, and any surplus is to be divided rateably between those two classes of proprietors. But if for two consecutive years 5 per cent. is paid on all the then existing ordinary capital, the above distinction is to cease.

The Llynvi and Ogmore Valley Railway Company are to be at liberty to attach a 5 per cent. preference dividend to any unissued shares; and, with the consent of any preference shareholder, to convert his preference capital into ordinary capital.

Reference may be made to the Observations on “Amalgamation, Sale, and Lease” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 24.

2. *Llynvi Valley Railway (Extensions, &c.) Bill.*

It is proposed by this Bill to enable the Llynvi Valley Railway Company—

To make an extension Railway (No. 1) 2 miles 16 chains in length, from the northern terminus of the Company’s Railway at Higher Llangouyd, to the South Wales Mineral Railway at the village of Cymmer, and (No. 2) a branch from No. 1, 45 chains in length, wholly in the parish of Llangouyd;

To take lands in the parish of Newton Nottage in Glamorganshire;

And, to raise further sums of 100,000*l.* by shares ordinary or preferential, and 33,000*l.* by loan.

Observations.

Section 5. It would be more accurate, and it seems desirable, to add after "Subject to the provisions of this Act," the words, "and of the Acts and parts of Acts incorporated herewith."

Section 25. Reference may be made to the observations on "Dimensions of Bridges" in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 26.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[1. *Llynvi Railway Company and Ogmore Valley Railway Company Bill.*]

[2. *Llynvi Valley Railway (Extensions, &c.) Bill.*]

FURTHER REPORT of the BOARD of TRADE on the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

15—CCXX.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

London, Chatham and Dover Railway (Chatham Dockyard Branch) Bill.

It is proposed by this Bill to enable the London, Chatham and Dover Railway Company—

To make “The Chatham Dockyard Branch” Railway (1 mile 38 chains) from a point in their main line, at the road between Chatham Hill and Gillingham, to the north-east corner of Chatham Dockyard, to be a separate “Dockyard Branch Undertaking:”

To carry the public road from Chatham Hill to Gillingham, over the Company's existing (main) line by a bridge, instead of the present level crossing :

To raise, as a separate “Dockyard Branch” capital, 150,000 *l.* by shares (divisible into preferred (6 per cent.,) and deferred half-shares), and 50,000 *l.* by loan :

To enter into agreements with the Admiralty with respect to the laying down, maintenance, and working of rails and sidings in the Chatham and Sheerness Dockyards, or “any premises of the Admiralty elsewhere,” and with respect to the construction and working of the “Chatham Dockyard Branch.”

Section 2. It is usual, and it seems desirable, to incorporate, besides the clauses of “The Companies Clauses Consolidation Act, 1845,” here referred to, the provisions of that Act with respect to the general meetings of the Company, and the exercise of the right of voting by the shareholders. Observations.

Sections 4 and 11. After “Subject to the provisions of this Act,” should be added, “and of the Acts and parts of Acts incorporated herewith.”

Section 5. The object of the proviso at the end of this clause, appears to be to relieve the Company from obligations that would be created by the 46th section of “The Railways Clauses Consolidation Act, 1845,” with respect to the maintenance of the road over the new bridge, and of the approaches to it. The special ground on which this is asked, appears to require explanation.

Section 21. It seems desirable to state whether holders of “Dockyard Branch” shares are or are not to vote on the election of directors and officers of the Company.

Section 27. The Bill does not propose to enable the mortgagees, who, under Section 28, are mortgagees of the Dockyard Branch only, to obtain the appointment of a receiver.

Section 32. With respect to the term of *five* years for completion, it is to be observed that the length of the new railway is under *two* miles.

Section 37. There is perhaps some inaccuracy in the words (at the bottom of page 11) "and any premises of the Admiralty elsewhere, or any of *such* dock-yards and premises."

Interference with Tidal Waters.

Tidal Waters.

On the proposed interference with tidal waters in this case, the Board of Trade have no observations to make, the intended works being within the limits of the River Medway, over which the Admiralty has retained its jurisdiction, pursuant to the 9th Section of "The Harbours Transfer Act, 1862."

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*London, Chatham and Dover Railway
(Chatham Dockyard Branch) Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and
BILLS relating to HARBOURS, DOCKS, and
TIDAL WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

15—CCXXI.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Macclesfield, Knutsford, and Warrington Railway Bill.

It is proposed by this Bill to incorporate “The Macclesfield, Knutsford, and Warrington Railway Company,” with a capital of 400,000 *l.* in 10 *l.* shares, and 133,000 *l.* on loan, and to enable them—

To make the following Railways, viz.:—

Nos. 1, 2, and 3, of an aggregate length of 22 miles 60 chains, extending from Macclesfield by Knutsford to Warrington;

No. 4 (1 mile), at Warrington, to connect No. 2 with the authorised Extension to Liverpool of the Manchester, Sheffield, and Lincolnshire Railway;

No. 5 (30 chains), to connect No. 1 with the Cheshire Midland Railway at Knutsford;

No. 6 (20 chains), from No. 1 to the Duke of Bridgewater’s Canal at Grappenhall; and

No. 7 (70 chains), to connect No. 1 with the Warrington and Stockport Railway at Grappenhall:

To enter into arrangements with the London and North Western, the Manchester, Sheffield, and Lincolnshire, the Great Northern, the Midland, and the North Staffordshire Railway Companies, or any of them, with respect to the working and traffic of the proposed Railways:

To run over the portion of the Warrington and Stockport Railway between the intended junction at Grappenhall and Warrington, and the portion of the Cheshire Midland Railway between the intended junction and Nether-Knutsford, and to use the stations at Warrington, Aspley, and Nether-Knutsford.

Section 5. After “Subject to the provisions of this Act” should be added, “and of the Acts or parts of Acts incorporated herewith.”

Section 24. Reference may be made to the Observations on “Dimensions of Bridges” in the General Report of the Board of Trade on the Railway, &c., Bills of this Session, page 26.

Section 37. See the Observations on Running Powers in the above-mentioned General Report, page 25.

Interference with Tidal Waters.

Tidal Waters.

On the proposed interference with tidal waters in this case, the Board of Trade have no observations to make, the intended Works being within the limits of the River Mersey, over which the Admiralty has retained its jurisdiction, pursuant to the 9th section of "The Harbours Transfer Act, 1862."

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Macclesfield, Knutsford, and Warrington
Railway Bill.*]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Miner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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Manchester and Stockport Railway Bill.

It is proposed by this Bill—

To incorporate “The Manchester and Stockport Railway Company,” with a capital of 200,000 £, in 10 £. shares, and 66,600 £. on loan, and to empower them—

To make two Railways, viz. :

No. 1 (4 miles 64 chains in length), from the main line of the Manchester, Sheffield, and Lincolnshire Railway, near Pottery Lane, in the township of Openshaw, to the Stockport and Woodley Junction Railway, near Stockport: and (No. 2) 2 miles 50 chains in length, from No. 1, at Reddish Mills, Stockport, to the Newton and Compstall Branch of the Manchester, Sheffield, and Lincolnshire Railway:

To enter into working and traffic arrangements with the Manchester, Sheffield, and Lincolnshire Railway Company :

To run over the Railways of the Stockport and Woodley Junction and the Stockport, Timperley, and Altrincham Railway Companies, and the portions of the Railways of the Manchester, Sheffield, and Lincolnshire, and the London and North Western Railway Companies, which lie between Pottery Lane and the London-road Station at Manchester, and to use the stations at Ardwick and London-road ; and to have traffic facilities from the above-named four Companies by through booking, and carriages, and otherwise :

To authorise the Manchester, Sheffield, and Lincolnshire Railway Company to subscribe and raise by shares (ordinary or preferential) 150,000 £. ; and to pay interest, not exceeding 5 per cent., on all or any part of the share capital to be raised by the Manchester and Stockport Railway Company.

Section 5. It would be more accurate, and it seems desirable, to add after “subject to the provisions of this Act” the words “and of the Acts and parts of Acts incorporated herewith.” Observations.

Sections 22 and 27. With respect to the period of *five* years for completion, and the allowance of *six* miles for a “short distance,” it is to be observed that the total length of the proposed Railway is $7\frac{1}{2}$ miles.

Section 36. Reference may be made to the observations on “Running Powers” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 25.

Sections 45 and 46. It seems proper, as the Manchester, Sheffield, and Lincolnshire Railway Company are authorised by the Bill to raise further capital, to extend the operation of these clauses to that Company, as well as to the Manchester and Stockport Railway Company.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[Manchester and Stockport Railway Bill.]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Miner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

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Maryport and Carlisle Railway Bill.

It is proposed by this Bill to enable the Maryport and Carlisle Railway Objects. Company—

To make the following “Dock Branch Railways” on the north side of the town of Maryport, viz.:—

No. 1 (2 miles 2 chains), in the parish of Cross Canonby, from their main line in the township of Birkby to the foreshore of the sea in the township of Netherhall, so as to be in connection there with a viaduct, and certain dock and other works to be constructed by the Trustees of the Harbour and Township of Maryport ;

No. 2 (33 chains), from No. 1, at a point near its termination to the north-west side of King-street, Maryport :

To lay down rails on the viaduct and quays proposed to be constructed by the above-mentioned Trustees, and to provide thereon all such necessary station and other accommodation or conveniences as the Company think fit, and to run over and use the same :

To raise additional sums of 30,000 *l.* by new ordinary or preference shares, and 10,000 *l.* by loan :

To run over the Cockermouth and Workington, the Whitehaven Junction, and the Whitehaven, Cleator, and Egremont Railways; over portions of the Whitehaven and Furness Junction Railway at Bransty Station, at Mirehouse, near Whitehaven, and at Preston-street Station, Whitehaven ; and over the portion of the Cockermouth, Keswick, and Penrith Railway, between the junction therewith of the Cockermouth and Workington Railway and Cockermouth ; and to have traffic facilities from the five Companies owning the above Railways.

The Bill also provides for the repeal of the running powers over the Company's Derwent Branch, granted to the Cockermouth and Workington Railway Company, by agreement confirmed by “The Maryport and Carlisle Railway Act, 1865,” in the event of the transfer of the Cockermouth and Workington Railway (by amalgamation, sale, or lease) to any other Company.

Section 6. The words, “and of the Acts wholly or partially incorporated herewith,” should be added after, “subject to the provisions of this Act,” in this section, as well as in section 5, in which they are already inserted. Observations.

Section 19. *Three* years, not *seven*, as here proposed, is the time usually allowed for the compulsory purchase of lands.

Section 20. With respect to the term of *five* years for the completion of the Railways, it is to be observed, that the length of the proposed Railways is under *three* miles.

Section 23. Reference may be made to the observations on "Dimensions of Bridges," in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 26.

Section 26. See the observations on "Running Powers," in the above-mentioned General Report, page 25.

Interference with Tidal Waters.

Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz. :—

Railway No. 1, crosses the foreshore of the Solway Frith from a point near the Battery north of Maryport to a point at low-water mark, about 400 yards north-west of the entrance to the low-water channel of the harbour.

Railway No. 2, runs along the foreshore from the Battery to the north-east end of King-street, Maryport.

Such interference renders necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of Sections 13 to 19, both inclusive ("Protection to Navigation"), of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate both of these enactments.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[Maryport and Carlisle Railway Bill.]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL Bills, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(Mr. Milner Gibson.)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

1. *Mersey Docks and Harbour Board (Outer Works Alteration) Bill.*
 2. *Mersey Docks and Harbour Board (Shore Road Purchase, &c.) Bill.*
-

1. *Mersey Docks and Harbour Board (Outer Works Alteration) Bill.*

THIS Bill proposes to authorise the Mersey Docks and Harbour Board—

Objects.

To convert the Great Low Water Basin and part of the Morpeth Basin into wet docks ; such works to be deemed, for the purpose of the Board's borrowing powers, part of the Birkenhead Docks and Works referred to in the 57th section of “ The Mersey Docks and Harbour Act, 1857 ” :

To abandon such of the works authorised by the 6th section of “ The Mersey Docks and Harbour (Works) Act, 1858,” as the Board think will be rendered unnecessary, or will be inconsistent with the proposed new works.

Interference with Tidal Waters.

On the proposed interference with tidal waters in this case, the Board of Trade have no observations to make, the intended works being in or connected with the River Mersey, over which the Admiralty has retained its jurisdiction, pursuant to the 9th section of “ The Harbours Transfer Act, 1862.”

Tidal Waters.

2. *Mersey Docks and Harbour Board (Shore Road Purchase, &c.) Bill.*

It is proposed by this Bill—

To confirm an agreement scheduled to the Bill, for the purchase by the Mersey Docks and Harbour Board, of certain freehold and leasehold lands at Birkenhead :

Objects.

To enable the Board—

To stop up certain streets and rights of way over the lands so purchased :

To abandon the construction of a street and the other works 6thly mentioned in the 6th section of “ The Mersey Docks and Harbour (Works) Act, 1858 ” :

To purchase from the Corporation of Liverpool, the reversion of the leasehold lands above mentioned :

To borrow money and grant bonds for the above purposes, under the powers of the 57th section of “ The Mersey Docks and Harbour Act, 1857.”

No observation by the Board of Trade appears necessary.

Board of Trade,
March 1866.

T. H. Farrer.

RAILWAY AND CANAL, &c. BILLS.

- [1. *Mersey Docks and Harbour Board (Outer Works Alteration) Bill.*]
 - [2. *Mersey Docks and Harbour Board (Shore Road Purchase, &c.) Bill.*]
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FURTHER REPORT of the Board of Trade
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Mersey Pneumatic Railway Bill.

It is proposed by this Bill to incorporate “ The Mersey Pneumatic Railway Objects.
Company,” with a capital of 350,000 *l.* in 20 *l.* shares (divisible into preference
6 per cent., and deferred half-shares), and 116,000 *l.* by loan, and to enable them
to make the following Railways, viz. :—

(No. 1), (24 chains), from the south-west corner of Church-street, passing
along and under Lord-street and James-street to the centre of James-street,
opposite the end of Sea Brow, in Liverpool :

(No. 2), (1 mile 4 chains), from the termination of (No. 1), running under
the Mersey, to a point adjoining Chester-street, in Birkenhead.

Sections 5 and 9. After “ subject to the provisions of this Act,” should be Observations.
added “ and of the Acts and parts of Acts incorporated herewith.”

Section 36. The usual definition of “ terminal station,” is omitted from the
Bill. “ Either ” in line 25, of page 15, seems to be a mistake for “ any.”

Interference with Tidal Waters.

On the proposed interference with tidal waters in this case the Board of Trade Tidal Waters.
have no observations to make, the intended works being within the limits of the
River Mersey, over which the Admiralty has retained its jurisdiction, pursuant
to the 9th section of “ The Harbours Transfer Act, 1862.”

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[Mersey Pneumatic Railway Bill.]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL Bills, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WAYS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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“ THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Mid Wales Railway Bill.

It is proposed by this Bill to enable the Mid Wales Railway Company— *Objects,*

To raise, for the general purposes of their undertaking, further sums of
250,000 *l.* by new ordinary or preference shares, and 83,000 *l.* by loan :

And to subscribe to the undertaking of the Brecon and Llandovery Junction
Railway Company 25,000 *l.*, and to raise that sum by new ordinary
or preference shares.

Section 2. It is usual, and it seems desirable, to incorporate, besides the pro- *Observations.*
visions of “ The Companies Clauses Consolidation Act, 1845,” here referred to,
the provisions of that Act, with respect to the general meetings of the Company,
and the exercise of the right of voting by the shareholders, and the giving of
notices.

Section 8. The Bill does not propose to enable the mortgagees under this
clause to obtain the appointment of a receiver.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Mid Wales Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

New Milford Docks Bill.

This Bill proposes—

To extend the time for the compulsory purchase of lands and the completion of works by The New Milford Docks Company under their Act of 1863, from the 28th of July 1866 and 1868 respectively to the 28th July 1868 and 1870 respectively. Objects.

To authorise the New Milford Docks Company—

To raise additional sums of 50,000 *l.* by new ordinary or preference shares, and 16,600 *l.* by loan;

To attach a preference dividend to any portion not exceeding half of the shares of their authorised capital;

And to divide any ordinary share in their capital into preferred (5 per cent.) and deferred half shares.

Section 3. It is usual, and it seems desirable, to incorporate, besides the clauses here mentioned of “ The Companies Clauses Consolidation Act, 1845,” the clauses with respect to the borrowing of money by the Company on mortgage or bond, the conversion of the borrowed money into capital, and the provision to be made for affording access to the special Act. Observations.

Sections 4 and 5. These extensions of time render necessary the incorporation in the Bill of Part II. (relating to Extension of Time) of “ The Railways Clauses Act, 1863,” with the explanation that “ Railway” in that enactment shall include the Docks and Works authorised by the New Milford Docks Act, 1863.

Section 27. It seems proper that this clause should extend to the Docks and Works as well as to “ the Railways authorised by the recited Act.”

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*New Milford Docks Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Newry and Armagh Railway Bill.

IT is proposed by this Bill to empower the Newry and Armagh Railway Objects.
Company—

To run over the Newry and Greenore Railway ; over the portions of the Dublin and Belfast Junction Railway between the respective junctions therewith of the Company's Railway at Goragh Wood, and of the Ulster Railway at Portadown ; over the portions of the Ulster Railway between the junction therewith of the Company's line at Armagh, and Monaghan and Clones on the one hand, and Portadown and Belfast on the other ; and to use the stations on those lines :

And to have traffic facilities, by through booking and through carriages, from the Newry and Greenore, the Ulster, and the Dublin and Belfast Junction Railway Companies.

Reference may be made to the Observations on “ Running Powers,” in the Observations.
General Report of the Board of Trade on the Railway, &c. Bills of this Session,
page 25.

Board of Trade,
March 1866 .

W. D. Fane. }

RAILWAY AND CANAL, &c. BILLS.

[Newry and Armagh Railway Bill.]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

North British and Bridge of Allan Railway Bill.

It is proposed by this Bill to incorporate “ The North British and Bridge of Objects.
Allan Railway Company ” with a capital of 25,000 *l.* in 10 *l.* shares, and 8,300 *l.*
on loan, and to empower them—

To make a Railway (No. 1) 1 mile 72 chains, from the Stirling and
Dunfermline Line of the North British Railway, in the parish of Stirling,
to the Bridge of Allan in the parish of Logie, and a junction line (No. 2),
44 chains, in the parish of Logie, connecting the above-named lines :

And to enter into arrangements with the North British Railway Com-
pany respecting the construction, working, and traffic of the proposed
Railways :

The Bill also authorises the North British Railway Company to subscribe
25,000 *l.* to the Undertaking, and to raise that sum by ordinary or preference
shares.

Section 5. After “ subject to the provisions of this Act,” should be added Observations.
“ and of the Acts and parts of Acts incorporated herewith.”

Section 6. It would be contrary to the practice of Parliament to grant the
unusual powers of deviation here asked for, unless special reason be shown to the
satisfaction of the Committee to justify a departure from the provisions of the
General Act.

Sections 22, 23, and 29. Three years, not four as here proposed, is the usual
time allowed for the compulsory purchase of lands. With respect to this period,
and the *five* years allowed for the completion of works, and the *six* miles limited
as a “ short distance,” it may be observed that the whole length of the proposed
Railways is under *three* miles.

Section 25. See the Observations on “ Dimensions of Bridges,” in the General
Report of the Board of Trade on the Railway, &c. Bills of this Session, page 26.

Section 37. With respect to the power to contract for the *construction* of the
Railway, it may be observed that it is the practice of Parliament to leave the
construction of a Railway to the Company who are authorised to purchase land
and raise money for that purpose.

Sections 43 and 44. The power given to the North British Railway Company
to issue fresh capital seems to render it proper to extend the application of these
clauses to that Company as well as to the new Company.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. AILLS.

[*North British and Bridge of Allan Railway
Bill.*]

FURTHER REPORT of the Board of Trade
on the RAILWAY and CANAL BILLS, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed
9 February 1866.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

North British Railway (Coatbridge, &c. Branches) Bill.

It is proposed by this Bill to enable the North British Railway Com- Objects.
pany—

To make the following Railways in the counties of Lanark, Linlithgow, and Stirling :

Nos. 1, 2, and 3 (of an aggregate length of 1 mile 8 chains), in the parish of Old Monkland, to be connected with the Company's authorised Glasgow and Coatbridge line and with their Monkland Railways at Red Bridge, Sunnyside Station, and Gartsherrie respectively ;

No. 4 (5 miles 12 chains), from the Company's Glasgow and Coatbridge line to the Dykehead Branch of their Monkland Railways in the parishes of Old and New Monkland ;

No. 5 (1 mile 51 chains), to connect the Dykehead Branch Extension, authorised in 1865, with the Slamannan line of their Monkland Railways in the parishes of New Monkland and Slamannan ; and

Nos. 6 and 7 (of an aggregate length of 4 miles 10 chains), to connect the Shotts Branch of their Monkland Railways, in the parish of Shotts, with the Wilsontown, Morningside, and Coltness Railway, in the parish of Whitburn :

To make a deviation in the Forth and Clyde Canal, near the Stocking Field Aqueduct, in the parish of Maryhill, Lanarkshire :

To raise further sums of 140,000 *l.* by new ordinary or preference shares, and 46,600 *l.* by loan :

To discontinue the use of certain portions of their Monkland Railways, rendered unnecessary by the proposed Railways, Nos. 1, 2, and 3, and to appropriate or sell the site of such portions :

To abandon the construction of the portion of the Dykehead Branch of the Monkland Railway authorised by “The Monkland Railways (Branches) Act, 1865,” which lies eastward of the junction therewith of Railway No. 5.

Section 2. It is usual, and it seems desirable to incorporate, besides the clauses Observations.
of “The Companies Clauses Consolidation (Scotland) Act, 1845,” here mentioned, the clauses of that Act with respect to the general meetings of the Company, the exercise of the right of voting by the shareholders, the making of dividends, and the giving of notices.

Sections 7 and 9. After "subject to the provisions of this Act," should be added, "and of the Acts and parts of Acts incorporated herewith."

Section 10. The Bill does not propose to enable the mortgagees under this clause to obtain the appointment of a judicial factor.

Sections 17 and 18. *Five*, not *seven* years, as here proposed, is the time usually allowed for the completion of works. The total length of the proposed railways is about 12 miles.

Section 21. *See* the Observations on "Dimensions of Bridges," in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 26.

Section 23. If the powers of deviation contained in this clause are not intended to exceed those given by "The Railways Clauses Consolidation (Scotland) Act, 1845," this clause is unnecessary. If, as seems probable, they are intended to exceed those powers, it is not the practice of Parliament to grant such unusual powers, except at specified parts of the proposed works on special reason being shown.

Section 27. The proposed abandonment of these portions of existing Railway may render proper the insertion in the Bill of the provisions usual in such cases for payment of compensation in lieu of accommodation works or bridges.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*North British Railway (Coatbridge, &c.
Branches) Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Miner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

15—CCXXXI.

Under 1 oz.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

North British Railway (Glasgow Branches) Bill.

It is proposed by this Bill to enable the North British Railway Company— Objects.

To make the following Railways in connection with their Edinburgh and Glasgow section, viz. :

Nos. 1, 2 and 3 of an aggregate length of 2 miles 75 chains, to extend their authorised Glasgow and Coatbridge Railway from the College of Glasgow, to their station at Queen-street, and to connect that Railway and the Edinburgh and Glasgow main line (at Holmhead-street) with their authorised line to Stobcross, near Sandyford-street :

No. 4 (29 chains), from No. 1 at the junction of Shuttle-lane with George-street, to the authorised Railway No. 1 of the City of Glasgow Union Railway at London-street :

Nos. 5 and 6 of an aggregate length of 3 miles 54 chains, to connect their authorised line to Stobcross, near Patrick, with the Glasgow, Dumbarton, and Helensburgh Railway at East Drumchapel, and with the Glasgow and Milngavie Junction Railway near Lochend Cottage respectively ; and

Nos. 7 and 8 of an aggregate length of 2 miles 76 chains, to connect the Company's authorised Glasgow and Coatbridge Railway with their Sighthill Branch :

To make a diversion of Blackfriars-street and Old Vennel, and to stop up certain streets, south of Cathedral-street, in Glasgow :

To raise further sums of 945,000 *l.* by ordinary or preference shares, and 315,000 *l.* by loan :

To abandon the portions of their Edinburgh and Glasgow main line near the Queen-street station, Glasgow, which may be rendered unnecessary by the construction of the proposed Railways :

To abandon the construction of the Branch Railway from near South Balgray Farm Steading, to near Skaterig Farm Steading, authorised by “The Edinburgh and Glasgow Railway (Extensions) Act, 1864” :

To erect and let a station hotel adjoining the Company's Queen-street station, Glasgow, and to let the same for such term as they may think fit :

To run over the City of Glasgow Union Railway.

Section 3. “Express” should be inserted before “provisions of this Act,” in Observations
the first line of this clause.

It is usual, and it seems desirable, to incorporate, besides the clauses of “The Companies Clauses Consolidation Act, 1845,” here mentioned, the clauses of that Act with respect to the making of dividends, and the giving of notices.

Sections 5 and 12. After "Subject to the provisions of this Act" should be added the words "and of the Acts and parts of Acts incorporated herewith."

Sections 19 and 20. Three and five (not four and seven) years are the times usually allowed for compulsory purchase and completion respectively, and it may be observed that the total length of the proposed Railways is under eleven miles.

Section 13. The Bill does not propose to enable the mortgagees under this clause to obtain the appointment of a judicial factor.

Section 23. See the observations on "Dimensions of Bridges" in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 26.

Section 25. This clause is unnecessary, if not intended to give wider powers than would be obtained under Sections 11 to 15 of "The Railways Clauses Consolidation Act, 1845." If, as seems probable, it is intended to exceed those powers, it would be contrary to the practice of Parliament to give such unusual powers except at specified parts of the proposed works on sufficient reason being shown. They seem the more questionable, as parts of the new railways will be in the city of Glasgow.

Section 32. It would be in accordance with the practice of Parliament to specify more precisely the portions of railway proposed to be abandoned under this clause.

Section 37. See the observations on "Running Powers" in the General Report above-mentioned, page 25.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*North British Railway (Glasgow Branches)*
Bill.]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

15—CCXXXI.

Under 1 oz.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

North British Railway (New Works, &c.) Bill.

It is proposed by this Bill to terminate the separate existence of the Fife and Kinross Railway Company (partially amalgamated with the North British Railway Company) by repealing the portions of the Edinburgh, Perth, and Dundee (now North British) and North British Railway Companies Acts of 1862, 1863, and 1865, which relate to their separate existence, by merging their undertaking and revenues in, and charging their mortgage debt (30,983 *l.* 13 *s.*) on the general undertaking of the North British Railway Company, by charging the dividends of their (46,660 *l.*) 4½ per cent. preference capital (which dividends are to rise from 3 per cent. in 1866 to 4½ per cent. in 1868) on the general revenues of the North British Railway Company, and by converting their (47,230 *l.*) ordinary shares into North British (Edinburgh, Perth, and Dundee) ordinary stock. Objects.

The Bill also enables the North British Railway Company—

To issue new ordinary or preference shares in lieu of the unissued Fife and Kinross shares (7,190 *l.* preference, and 8,920 *l.* ordinary) :

To raise by new ordinary or preference shares 10,000 *l.*, which the Wansbeck Railway Company (now North British) were authorised to raise with a dividend guaranteed by the North British Railway Company :

To raise additional sums of 160,000 *l.* by new ordinary or preference shares, and 53,300 *l.* by loan :

To make the several Railways sidings and junctions (of an aggregate length of 1 mile 50 chains) specified in the Bill in the parishes of Kirkintilloch, Linlithgow, and Melrose, and the “Glenfarg deviation” (2 miles 39 chains), in their authorised Edinburgh, Dunfermline, and Perth line, in the parishes of Abernethy and Dron, in the county of Fife :

To purchase additional lands at Perth, adjoining the general station, and to convey the same to the Caledonian Railway Company :

To stop up a street in Linlithgow :

And to construct two ventilating shafts in their tunnel at Edinburgh, between Haymarket Station and West Princes-street.

It is also proposed by this Bill—

To extend the period limited by the Company's (Edinburgh, Perth, and Dunfermline) Act, 1863, for the purchase of lands from the 28th of July 1866 until 1867, and for the completion of works from the 28th of July 1868, until the 28th of July 1870 :

To extend the time for the sale of the Company's superfluous lands until 1871 :

To authorise the execution of an agreement, scheduled to the Bill, between the Company and the Edinburgh Corporation, with reference to an enlargement of the Waverley Bridge Station, and to providing a new fruit and vegetable market near Prince's-street and Waverley Bridge, and a wholesale fish market at Market-street :

And to confirm an agreement, also scheduled to the Bill, between the Company and the Midland Railway Company, for the construction of a joint station at Carlisle.

Observations.

Section 2. It is usual, and it seems desirable, to incorporate, besides the clauses of " The Railway Companies Clauses Consolidation Act, 1845," here mentioned, the clauses of that Act with respect to the general meetings of the Company, and the exercise of the right of voting by the shareholders, the making of dividends, and the giving of notices.

Sections 16 and 18. After "subject to the provisions of this Act" should be added, "and of the Acts and parts of Acts incorporated herewith."

Section 19. The Bill does not propose to enable the mortgagees under this clause to obtain the appointment of a receiver.

Section 27. With respect to the term of five years for completion, it is to be observed that as regards the new Railways, they are under two miles in length, and as regards the deviation, the line in which it is to be made is, under Section 35 of the Bill, to be completed in four years.

Section 29. See the observations on "Dimensions of Bridges" in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 26.

Section 35. It seems desirable to state more definitely what Act is referred to as "the Act of 1863."

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*North British Railway (New Works, &c.)
Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Miher Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

15—CCXXXIII.

Under 1 or.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“That the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

North British Railway (Stirling, &c. Branches) Bill.

It is proposed by this Bill to enable the North British Railway Company—

Objects.

To make a Railway, No. 1 (20 miles 8 chains), from the Company's Edinburgh and Glasgow line, in the parish of Kirkintilloch, in the county of Dumbarton, passing by Kilsyth and Denny, to the Company's Stirling and Dunfermline Railway at Stirling; with a Branch, No. 2 (31 chains), from No. 1, in the parish of Kirkintilloch, to the Company's Monkland Railway, in the parish of Cadder, in the county of Lanark; and also a Branch, No. 3 (3 miles 58 chains), from No. 1, in the parish of Denny, in the county of Stirling, to the Stirlingshire Midland Junction Railway, in the parish of Falkirk:

To raise further sums of 400,000 *l.* by new ordinary or preference shares, and 133,300 *l.* by loan.

Section 2. It is usual, and it seems desirable, to incorporate, besides the clauses of “The Companies Clauses Consolidation (Scotland) Act, 1845,” here referred to, the clauses of that Act with respect to the general meetings of the Company and the exercise of the right of voting by the shareholders, the making of dividends, and the giving of notices.

Observations.

Sections 7 and 9. After “Subject to the provisions of this Act,” should be added, “and of the Acts and parts of Acts incorporated herewith.”

Section 10. The Bill does not propose to enable the mortgagees under this clause to obtain the appointment of a judicial factor.

Section 17. *Five*, not *seven* years, as here proposed, is the time usually allowed for the completion of works.

Section 21. If the powers of deviation contained in this clause are not intended to exceed the powers contained in “The Railways Clauses Consolidation (Scotland) Act, 1845,” this clause is unnecessary; if they are so intended, as seems likely, it would not be in accordance with the practice of Parliament to grant such unusual powers, except at specified parts of the proposed works on sufficient grounds being shown.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*North British Railway (Stirling, &c.
Branches) Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL Bills, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

North British Railway (Wishaw, &c. Branches) Bill.

It is proposed by this Bill to enable the North British Railway Company— Objects.

To make the several railways described in Section 4 of this Bill, viz.:

(Nos. 1 to 6) of an aggregate length of 29 miles 68 chains, to connect their authorized Glasgow and Coatbridge Line and the Palace Craig Branch of their Monkland Railway, at the Calder and the Carnbroe Iron Works, by Lines passing by Hamilton, Bellshill, and Wishaw, with their Wilsontown, Morningside, and Coltness Railway, at Cambusnethan;

(No. 7 and 8) of an aggregate length of 3 miles 65 chains, from the Wilsontown, Morningside, and Coltness Railway, at Cambusnethan, to Carluke;

And (Nos. 9 to 12) of an aggregate length of 10 miles 28 chains, from the same Line, in the parish of Cambusnethan, to the Wilsontown Branch of the Caledonian Railway at Crooklands, near Wilsontown:

To raise further sums of 950,000 *l.* by ordinary or preference shares, and 316,600 *l.* by loan.

Section 2. It is usual, and it seems desirable, to incorporate, besides these Observations. clauses of “The Companies Clauses Consolidation Act, 1845,” the clauses of that Act, with respect to the general meetings of the Company, and the exercise of the right of voting by the shareholders, the making of dividends, and the giving of notices.

Sections 7 and 9. After “Subject to the provisions of this Act” should be added, “and of the Acts and parts of Acts incorporated herewith.”

Section 10. The Bill does not propose to enable the mortgagees under this clause to obtain the appointment of a judicial factor.

Section 21. This clause is unnecessary, unless it is intended to give wider powers of deviation than the Company would obtain under the General Acts. If so intended, as seems likely, it would not be in accordance with the practice of Parliament to grant such unusual powers, except at specified parts of the proposed works, on sufficient reason being shown.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*North British Railway (Wishaw, &c.
Branches) Bill.*]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL Bills, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Parsonstown and Portumna Bridge Railway Bill.

It is proposed by this Bill—

Objects.

To enable the Great Southern and Western Railway Company to subscribe 13,000 *l.* to the undertaking of the Parsonstown and Portumna Bridge Railway Company, and to raise that amount by new ordinary or preference shares :

To enable the Parsonstown and Portumna Bridge Railway Company to raise a further sum of 20,000 *l.* by 10 *l.* shares ; and to issue new shares in lieu of surrendered and unissued shares, and to attach preference dividends to such new shares (not exceeding 20,000 *l.*) :

To extend the time for the completion of their Railway from the 11th of July 1866 until 1869 :

To authorise the sale or lease of the Company's line to the Great Southern and Western Railway Company, with power to the last-named Company to raise the purchase-money by new ordinary and preference shares :

And on such sale to dissolve the Parsonstown and Portumna Bridge Railway Company.

Section 2. It is usual, and it seems desirable, to incorporate, besides the clauses of “The Companies Clauses Consolidation Act, 1845,” here referred to, the additional clauses of that Act referred to in Section 26 of the Bill. Observations.

Section 8. This extension of time renders necessary the incorporation with the Bill of Part II. (relating to extension of time) of “The Railways Clauses Act, 1863.”

Section 10. Reference may be made to the Observations on “Amalgamation, Sale, and Lease,” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 24.

Section 12. It may deserve consideration whether the power of approval given by this clause to the Board of Trade would not be exercised with greater advantage to the public if a provision were made for giving public notice of the intention to sell or let, such as is contained in Section 24 of “The Railways Clauses Act, 1863.”

Section 17. It would seem proper to except from the powers transferred by this clause to the purchasing Company the money powers of the selling Com-

pany, as power to raise money for the purchase is conferred expressly by the Bill.

Section 23. After "subject to the provisions thereof," should be added "and of the Acts and parts of Acts incorporated therewith."

Sections 30 and 31. The power given by the Bill to the Great Southern and Western Railway Company to raise fresh capital, seems to make it necessary to extend these clauses to that Company.

Section 32. For "thereby" the words "by the recited Act" should be substituted before "authorised," at the end of this clause.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[Pursonstown and Portunna Bridge Railway Bill.]

FURTHER REPORT of the Board of Trade
on the RAILWAY and CANAL Bills, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

15—CCXXXVI.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon
the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Shrewsbury and North Wales, and Shrewsbury and Potteries Junction Railway Companies Amalgamation Bill.

It is proposed by this Bill to effect the amalgamation of the Shrewsbury and North Wales Railway Company and the Shrewsbury and Potteries Junction Railway Company, by incorporating their proprietors into a new Company, under the name of “The Potteries, Shrewsbury, and North Wales Railway Company,” who are to hold the property and exercise the powers existing or proposed of the existing Companies. Objects.

The preference shares in the Shrewsbury and North Wales Railway Company (100,000 *l.*) are to become preference shares in the new Company. The ordinary shares in the two dissolved Companies (450,000 *l.* and 400,000 *l.* respectively) are to become ordinary shares of the new Company, subject, however, as regards the shares (450,000 *l.*) in the Shrewsbury, &c. Company, *inter se*, to the existing division into preferred (5 per cent.) and deferred half shares.

Reference may be made to the Observations on “Amalgamation, Sale, and Lease,” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 24. Observations.

Section 2 repeals the sections relating to capital contained in the Act of 1862, which incorporated the Shrewsbury and North Wales Railway Company, but not those contained in the other Acts relating to that Company.

The Bill does not expressly enact the dissolution of the two Companies.

Section 19. It is to be observed with reference to this limitation of four miles as a “short distance,” that the short distance limited by “The West Shropshire Mineral Railway Act, 1862,” is three miles.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Shrewsbury and North Wales, and Shrewsbury and Potteries Junction Railway Companies Amalgamation Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

15—CCXXXVII.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a Report upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

South Essex Railway Bill.

It is proposed by this Bill to enable the South Essex Railway Company— Objects.

To make a Railway, length 5 miles 30 chains, from their authorised Railway, near Rettenden, to the London, Tilbury and Southend Railway, at the Pitsea Station :

To raise further sums of 60,000 *l.* by new ordinary or preference shares, and 20,000 *l.* by loan :

To attach a preference dividend to any portion not exceeding one-half of their present authorised capital :

To divide their share capital from time to time into “preferred” (5 per cent.) and “deferred” half shares :

And to enter into arrangements with the London, Tilbury and Southend Railway Company with respect to the working and traffic of the Company’s Railways.

Sections 4, 7, 12, 29. It would be more accurate, and it seems desirable, to add after the words, “subject to the provisions of this Act,” the words “and of the Acts and parts of Acts incorporated therewith.” Observations.

Section 7. With reference to the proposed power to raise capital for new lines by preference shares, it is to be observed that the Company have not yet opened their original line.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*South Essex Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Stourbridge Railway Bill.

THE Stourbridge Railway Company have obtained powers to make—

Objects.

1. An original Railway Undertaking, authorised in 1860, with powers to raise by shares, 80,000 *l.*, 15,000 *l.*, and 20,000 *l.*, under successive Acts of 1860, 1863, and 1865 :

2. An Extension to Smethwick, authorised in 1861, as a separate Undertaking, with powers to raise by shares, 120,000 *l.*, 30,000 *l.*, and 60,000 *l.*, under successive Acts of 1861, 1863, and 1865 :

3. A Branch to Stourbridge, with power to raise by shares, 27,000 *l.*, as part of the original capital.

It is proposed by this Bill to enable the Stourbridge Railway Company—

To make the following Railways, viz. :—

No. 1 and No. 2, (of an aggregate length of 7 miles 11 chains) from a point in their Branch to Stourbridge, authorised in 1865, passing by Amblecote to Cookley, near Wolverley :

No. 3, (15½ chains) from a point in the Company's Extension Line, authorised in 1861, to Messrs. Chance, Brothers, & Co's. Glass Works, at Smethwick :

No. 4, (45 chains) from a point in the Company's Branch to Stourbridge, authorised in 1865, near its termination, to a junction with the Great Western Railway at the Stourbridge Station, in lieu of the termination of the Branch Line authorised in 1865, which is to be abandoned :

To raise further sums for various purposes, amounting to 20,000 *l.*, by shares, and 6,600 *l.* by loan, in augmentation of extension capital, and 230,000 *l.* by shares, and 76,600 *l.* by loan, in augmentation of original capital, of which 150,000 *l.* by shares, and 50,000 *l.* by loan, may be made a separate capital ; (the shares in every case to be either preference or ordinary, and to be divisible into preferred (*ten per cent.*) and deferred half shares) :

To issue *five per cent.* debenture stock :

To consolidate the different capitals of the Company :

To use portions of the Great Western Railway, near Stourbridge, and the Station at Stourbridge :

To enter into arrangements with the Great Western Railway Company, with respect to the working and traffic of the intended Railways :

And to lease (for any term) or sell the Company's Undertaking to the Great Western Railway Company.

Observations.

Section 2. It is usual, and it seems desirable, besides the clauses of "The Companies Clauses Consolidation Act, 1845," here mentioned to incorporate the clauses of that Act, with respect to the general meetings of the Company, and the exercise of the right of voting by the shareholders, the making of dividends, and the giving of notices.

Section 4. It would be more accurate, and it seems desirable to add, after, "Subject to the provisions of this Act," the words, "and of the Acts and parts of Acts incorporated herewith."

Sections 5 and 21. The subdivision of the amount by which the Company are to be authorised to augment their original capital into five different sums, with a corresponding subdivision of the additional amount which they are to be authorised to borrow, will enable the Company to exercise the new borrowing powers at earlier periods than if the usual course were to be pursued, of postponing the exercise of the new borrowing powers until all the new shares in augmentation of the original capital had been subscribed for, and issued, and partially paid up.

It is to be observed that there is no provision in the Bill for ascertaining when the particular new shares in respect of the original Railway, and the new Railways, 1 and 4, shall have been issued.

If Railways, 2 and 3, be not separated from the original Undertaking before the creation of capital, the same remark is applicable to shares in respect of those lines.

It is to be observed that under Section 22 the mortgages to be granted under these five separate borrowing powers are to be all of them charges on the original Railway as well as on all the new Railways, instead of being charged respectively on that Railway only in respect of which the particular borrowing power purports to be taken.

Section 20 authorises the transfer of shares created for the purposes of Railway No. 3, from the original to the extension capital, without reference to the votes of the holders of these shares.

It is also to be observed that no provision appears to be made in Section 22, or in any other part of this Bill, as regards the position of mortgages granted for raising money for the purposes of Railway No. 3, with reference to the event of that Railway becoming part of the Extension Railway under Section 20.

Section 21. *See above under Section 5.*

Section 22. *See above under Section 20.*

Section 31. The reference to Sections 75, 76, 77, of "The Companies, &c. Act, 1845," seems erroneous.

Section 34. This clause, by allowing five years for the completion of the Railway No. 4, which is a deviation of the Railway authorised in 1865, may in effect postpone the completion of that line from the 5th of July 1868 until 1871. If this is sanctioned, it would seem desirable to state the effect which this postponement is to have on the security under Section 24 of "The Stourbridge Railway Act, 1865."

Section 38. No ground appears in the Bill for the provision that the 92d section of "The Lands Clauses Consolidation Act, 1845," shall not apply to the new Railways. That clause provides that no party shall be required to sell a part only of any house or other building or manufactory, if he be willing and able to sell and convey the whole.

This

This general enactment is an equitable one; and the proposition that it shall not apply to the new Railways which are to be more than eight miles in length in a manufacturing district, can scarcely rest on any ground which Parliament will recognise.

Section 43. The proviso at the end of this clause, that the liability to a penalty for default in completing the new Railways shall attach to the Company in respect of the original Railway only, appears to be a novel and somewhat inaccurate provision. If any qualification at all be adopted, there seems to be no reason why the penalty should not attach to the Company in respect of the Branch to Stourbridge, and the new Railways which are to be part of the same Undertaking with the original Railway.

Section 48. *See* the Observations on "Running Powers" in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 25.

Sections 52 and 57. *See* the Observations on "Amalgamation, Sale, and Lease," including those on "Public Notice of Transfer" in the above-mentioned General Report, pages 24 and 25.

Sections 53, 54, and 58. It seems proper to except the powers of raising money by shares or loan from the powers to be transferred, as mentioned in these clauses.

The Bill does not contain the usual provisions for the deposit of a copy of the Deed of Transfer or Lease with the Clerk of the Peace, or for publishing a notice of the change of ownership, or for dissolving the Company in case of a transfer; nor any provisions with respect to contracts for land entered into by the Stourbridge Company, or to the application of money paid into the bank or to trustees, such as are contained in Sections 46 and 47 of "The Railways Clauses Act, 1863."

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[Stourbridge Railway Bill.]

FURTHER REPORT of the BOARD of Trade
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

15—CCXXXIX.

Under 10s.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Swansea Vale and Neath and Brecon Junction Railway Bill.

It is proposed by this Bill to vest the undertaking and powers of The Swansea Vale and Neath and Brecon Junction Railway Company, on completion, in the Neath and Brecon Railway Company for a term of 999 years, subject to the payment by the latter Company, by way of rent, (1) of the interest of the mortgages and debentures, and all the charges and expenses of the Junction Company; and (2) of a dividend of 5 per cent. per annum on the shares of the Junction Company from time to time existing. Objects.

Section 3. Reference may be made to the observations on “Amalgamation Sale and Lease,” including those on “Public Notice of Transfer,” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, pages 24 and 25. Observations.

The Bill does not contain the usual provisions for publication of a notice of transfer.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Swansea Vale and Neath and Brecon Junction
Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Swansea Vale Railway Bill.

IT is proposed by this Bill to enable the Swansea Vale Railway Company— Objects.

To make a Railway (No. 1), 4 miles 10 chains in length, from the Company's authorised line at Upper Bank Station, up the Valley of the Tawe, to the Company's authorised line near the Glais Station; and a Junction Railway (No. 2), 1 mile 42 chains in length, from (No. 1), at Morriston, to the Company's authorised line, near its junction with the South Wales Line of the Great Western Railway, in the parish of Llansamlet; and a new street in connection with Castle-street, in Swansea:

To raise further sums of 90,000 *l.* by shares (ordinary or preferential), and 30,000 *l.* by loan:

To lay down rails for the narrow gauge on the South Wales Line of the Great Western Railway Company, between the junctions therewith of the Swansea Vale Railway at Llansamlet and of the Swansea Harbour Railway at Swansea, and also on the Swansea Harbour Railway:

To run over the above portion of the South Wales Line over the Swansea Harbour Railway, and over the portion of the Railway of the Llanelly Railway and Dock Company eastward of the Saint Helen's Station of the Oystermouth Railway, and to use the stations on those lines:

To enter into traffic arrangements with any of the Great Western, the Vale of Neath, and the Oystermouth Railway Companies, the Llanelly Railway and Dock Company, and the Swansea Harbour Trustees:

To enter into agreements with the Swansea Harbour Trustees for the use of their slips, wharves, &c:

And to enter into agreements with any of the Great Western, the Vale of Neath, the Swansea Vale and Neath and Brecon Junction, and the Neath and Brecon Railway Companies, the Llanelly Railway and Dock Company, and the Swansea Harbour Trustees, with reference to the construction and use of a joint station at Swansea.

Sections 4, 9. It would be more accurate, and it seems desirable, to add, after
“Subject to the provisions of this Act,” the words “and of the Acts and parts
of Acts incorporated therewith.” Observations.

Section 14. It is usual to state, as the amount which must be owing to the mortgagees who apply for the appointment of a receiver, a definite sum, and not one which varies from time to time with the amount of the Company's mortgage debt, which may not be in the knowledge of the mortgagees.

Section 20. Reference may be made to the observations on "Dimensions of Bridges" in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 26.

Section 29. See the observations on "Running Powers" in the above-mentioned General Report, page 25.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Swansea Vale Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL Bills, and Bills
relating to HARBOURS, DOCKS, and TIDAL WATERS
of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“ That the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Teme Valley Railway Bill.

It is proposed by this Bill to incorporate “ The Teme Valley Railway Company,” Objects.
with a capital of 350,000 *l.* in 10 *l.* shares, and 116,000 *l.* by loan ; and to empower them—

To make two Railways :—

(No. 1) 17 miles 43 chains in length, from the Railway No. 2 authorised by the London, Worcester, and South Wales Railway Act, 1865, at Worcester, to the Tenbury and Bewdley Railway, near the Newnham Station ;

(No. 2) 3 miles 51 chains in length, from (No. 1) near the Newnham Station, passing alongside of the Tenbury and Bewdley Railway, to the Tenbury Railway, at Tenbury :

To run over the Tenbury and the Tenbury and Bewdley Railways, and to use the stations thereon :

And to enter into arrangements with the London, Worcester and South Wales, the Tenbury and the Tenbury and Bewdley Railway Companies, or any of them, with respect to the working and traffic of the intended Railways.

Section 5. It would be more accurate, and it seems desirable, after “ subject Observations
to the provisions of this Act,” to add “ and of the Acts and parts of Acts incorporated herewith.”

Section 34. Reference may be made to the observations on “ Running Powers ” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 25.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Teme Valley Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Uxbridge and Rickmansworth Railway Bill.

It is proposed by this Bill—

Objects.

To authorise the Uxbridge and Rickmansworth Railway Company to raise additional sums of 43,000 *l.* by shares, and 14,000 *l.* by loan :

To revive for one year from the passing of the Bill the Company's power for the compulsory purchase of lands which, after a previous extension, expired on the 1st of January 1864 :

To revive for two years from the passing of this Bill the Company's powers for the completion of the Railway which, after a previous extension, expired on the 1st of January 1866.

Section 2. It is usual, and it seems desirable, besides the Clauses of “ The Observations.
Companies Clauses Consolidation Act, 1845 ” here mentioned, to incorporate the
Clauses with respect to the general meetings of the Company and the exercise of
the right of voting by the shareholders, the making of dividends, and the giving
of notices.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Cambridge and Richmansworth Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Vale of Towy Railway Bill.

It is proposed by this Bill to authorise the Vale of Towy Railway Company Objects.
to lease their undertaking, for a term of 999 years, to the Knighton, the Central
Wales, and the Central Wales Extension Railway Companies, or to the two first
named Railway Companies, jointly.

Reference may be made to the observations on “Amalgamation, Sale, and Observations.
Lease,” including those on “Public Notice of Transfer,” in the General Report
of the Board of Trade, on the Railway, &c., Bills, of this Session, pages 24, 25.

The Bill does not contain the usual provision for a deposit of a copy of the
lease with the Clerk of the Peace.

It seems desirable to incorporate with the Bill sections 112, 113 (with
respect to the leasing of Railways) of “The Railways Clauses Consolidation Act,
1845,” as the Bill makes no provision respecting the covenants to be contained
in the lease, and section 5 of this Bill does not appear to be equivalent to section
113 of the General Act.

It may deserve consideration, whether the Board of Trade would not be better
able to exercise, with advantage to the public, the power of approval given by
section 3, if some provision were made for advertising the intention to enter into
a lease, similar to the provisions in section 24 of “The Railways Clauses Act,
1863.”

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Vale of Towy Railway Bill.*]

FURTHER REPORT of the Board of Trade
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Wantage and Great Western Junction Railway Bill.

IT is proposed by this Bill to incorporate “The Wantage and Great Western Junction Railway Company,” with a capital of 25,000 *l.* in 10 *l.* shares, and 8,300 *l.* by loan, and to empower them—

To make a Railway (2 miles 25 chains in length) from a point at the back of the Wantage Road Station of the Great Western Railway to Wantage; and a junction (6 chains in length) with the Great Western Railway, near the Wantage Road Station;

And to enter into working and traffic arrangements with the Great Western Railway Company.

Section 5. It would be more accurate, and it seems desirable, after “subject Observations. to the provisions of this Act,” to add, “and of the Acts and parts of Acts incorporated herewith.”

Sections 22 and 23. With respect to the terms of three and five years limited for compulsory purchase of lands and completion respectively, it is to be observed that the length of the Railway, including the junction, is under 2½ miles.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Vantage and Great Western Junction
Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Wrexham, Mold, and Connah's Quay Railway (Additional Capital) Bill.

IT is proposed by this Bill to authorise the Wrexham, Mold, and Connah's Quay Railway Company—

To raise additional sums of 300,000 *l.* by shares, and 100,000 *l.* by loan :

To attach a preferential dividend to any share they may issue under any Act :

And to divide any share in their capital into preferred (6 per cent.) and deferred half shares.

Section 2. It is usual, and seems desirable, to incorporate also the sections of “The Companies Clauses Consolidation Act, 1845,” with respect to the General Meetings of the Company, and the exercise of the right of voting by the shareholders, the making of dividends, and the giving of notices. Observations.

Section 5. It is not usual to give to a Company, as here proposed, a general power of issuing, with a preference, shares in their authorised capital, without setting forth in the Bill the existing state of the Company's authorised capital, issued and unissued, in order to show the greatest amount of preferential capital which may be erected under such power.

Section 8. It would be more accurate, and it seems desirable, to add after “Subject to the provisions of this Act,” the words “and of the Acts and parts of Acts incorporated herewith.”

Board of Trade,
March, 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

*Wrexham, Mold, and Connah's Quay Railway
(Additional Capital) Bill.*

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Wrexham, Mold and Connah's Quay Railway (Additional Powers) Bill.

IT is proposed by this Bill to enable the Wrexham, Mold and Connah's Quay Railway Company: Objects.

To make—

Two railways of an aggregate length of 3 miles 20 chains, in the parishes of Hawarden and Mold, to connect their authorised line with the Buckley Railway, and the town of Buckley respectively :

Three other railways of an aggregate length of 6 miles 30 chains, from Wrexham to the Company's authorised line at Pendwlllyn Colliery, to the authorised Wrexham and Minera Railway at Brymbo, and to the town of Brymbo respectively :

And a railway, 2 miles 30 chains in length, from the Company's authorised line at Brymbo to Minera :

To raise further sums of 200,000 *l.* by ordinary or preference shares, and 66,600 *l.* by loan :

To attach a preference to unissued shares in their authorised capital :

To divide any shares in their authorised capital into preferred (5 per cent.), and deferred half shares :

To run over the authorised Wrexham and Minera Railway (No. 1), and the Ffrith Branch of the London and North Western Railway, and to use the Stations thereon :

And to enter into working and traffic arrangements with the Mold and Denbigh Junction Railway Company :

To extend the time for the completion of Railway, No. 6, authorised in 1862, from the 7th of August 1867 until 1868, and to revive the powers of compulsory purchase of lands, which expired on the 7th of August 1865, for one year from the passing of the Bill.

Section 2. It is usual, and it seems desirable, to incorporate, besides the clauses of “The Companies Clauses Consolidation Act, 1845,” here mentioned, the clauses of that Act with respect to the general meetings of the Company, Observations.

and the exercise of the right of voting by the shareholders, the making of dividends, and the giving of notices.

Section 4 and 9. It would be more accurate, and it seems desirable, to add, after "Subject to the provisions of this Act," the words "and of the Acts and parts of Acts incorporated herewith."

Section 5. With respect to the proposed power to create preference capital for the purpose of new works, it is to be observed that the Company have not yet opened their original line.

Section 6. It is not usual to give a Company a general power of attaching a preference dividend to unissued shares in their capital, without setting forth in the Bill the present state of the Company's capital, issued and unissued, so as to specify the greatest amount of preference capital that may be created under the power.

Section 33. Reference may be made to the Observations on "Dimensions of Bridges" in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 26.

Section 37. See the observations on "Running Powers" in the above-mentioned Report, page 25.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Wrexham, Mold and Connah's Quay Railway*
(*Additional Powers*) Bill.]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

15--CCXLVII.

Under 1 oz.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Wye Valley Railway Bill.

It is proposed by this Bill to incorporate “ The Wye Valley Railway Company,” with a capital of 230,000*l.*, in 20*l.* shares (divisible into preferred (6 per cent.) and deferred half shares), and 76,000*l.* by loan, and to empower them— Objects.

To make a Railway (No. 1), 14 miles 41 chains, from the South Wales line of the Great Western Railway at the River Wye, opposite Chepstow, to the Coleford, Monmouth, Usk, and Pontypool Railway, in the parish of Dixon, near Monmouth; and a Branch Railway (No. 2) (35 chains), in the parish of Tidenham, from (No. 1) to the authorised South Wales and Great Western Direct Railway :

To run over the portion of the Great Western Railway (South Wales line), between the intended junction and Chepstow Station, and the portion of the Coleford, Monmouth, Usk, and Pontypool Railway, between the intended junction and Monmouth Station, and to use the stations at Chepstow and Monmouth :

To have traffic facilities from the Great Western, the South Wales and Great Western Direct, the Worcester, Dean Forest, and Monmouth, the Ross and Monmouth, the Coleford, Monmouth, Usk, and Pontypool, the Abergavenny and Monmouth, the London and North Western, and the Midland Railway Companies :

And to enter into arrangements with those Companies respecting the working and traffic of the proposed Railway.

Sections 5 and 9. After “ subject to the provisions of this Act,” should be added Observations
“ and of the Acts and part of Acts incorporated herewith.”

Section 41. See the observations on “ Running Powers” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 25.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz. :— Tidal Waters.

Railway No. 1 crosses the River Wye at Banagher’s Rocks by three arches, each 183 feet span, 40 feet high, and courses the Monmouthshire side of that river; crossing it again at Upper Redbrook by one arch 120 feet wide and 24 feet high, and four arches, each 60 feet span, 20 feet high.

Such interference renders necessary the incorporation in the Bill of “ The Railways Clauses Consolidation Act, 1845,” and of Sections 13 to 19, both inclusive (“ Protection to Navigation”), of “ The Railways Clauses Act, 1863.”

The Bill proposes to incorporate both of these enactments.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Wye Valley Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Ardrishaig and Loch Awe Railway Bill.

IT is proposed by this Bill to incorporate “The Ardrishaig and Loch Awe Railway Company,” with a capital of 330,000*l.* in 10 *l.* shares, and 110,000*l.* on loan; and to enable them— Objects.

To make two Railways, No. 1 (38 miles 2 chains), from Ardrishaig, near Lochgilphead, passing by Kilmartin, to the head of Loch Awe, and thence along the eastern side of Loch Awe, to a junction with the authorized line of the Callander and Oban Railway, near and at the west of Dalmally; and No. 2 (22 chains), to form a second junction between No. 1 and the Callander and Oban Railway near Dalmally:

To enter into arrangements with the Caledonian Railway Company respecting the working of the proposed Railway and the traffic of the Railways of the contracting Companies.

Section 5. After “Subject to the provisions of this Act,” should be added the words “and of the Acts and parts of Acts incorporated herewith.” Observations.

Sections 23, 24. Three years and five years are the periods usually allowed for compulsory purchase and completion respectively, not five years and seven years, as here proposed.

Sections 29 and 39. The proposed six miles “short distance” appears to exceed that now usually allowed in Railway Acts.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instance, viz.:— Tidal Waters.

Railway No. 1 commences near the northern pier at Ardrishaig Harbour and passes below high-water mark to the quay at Lochgilphead.

Such interference renders necessary the incorporation in the Bill of “The Railways Clauses Consolidation (Scotland) Act, 1845,” and of Sections 13 to 19, both inclusive (“Protection to Navigation”), of “The Railways Clauses Act, 1863.”

The Bill proposes to incorporate both of these enactments.

As the proposed course of the Railway, passing along the foreshore in front of Ardrishaig, will cut off access between it and the water, and will destroy the little boat harbour at that place, the Board of Trade would suggest, for the consideration of the Committee, whether the promoters should not be required to construct their line so as to avoid these two results.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Ardrishaig and Loch Awe Railway Bill.*]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

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RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
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DOCKS, and TIDAL WATERS, of this Session.”

Cork Harbour Bill.

IT is proposed by this Bill to amend the Act 1 Geo. 4, c. 52, which incor- Objects.
porated the Commissioners for improving and preserving the Port, Harbour, and
River of Cork, and authorised them to take certain tolls—

By authorising them to levy tolls on vessels whether they do or do not report
at the Custom House at Cork :

By defining “ Coaster ” to mean arriving coastwise from any port in Ireland :

And by defining “ Export and Import ” (in Section 54 of the above Act) to
mean any goods sent from or brought to the port, whether to or from parts
beyond the sea, or coastwise to or from parts not beyond the sea.

The object of this Bill seems to be—

1. To enable the existing Commissioners to levy the tax of 3 *d.* a ton,
which they can now take only on vessels which report at the Custom House
of Cork, upon all vessels except coasters from ports in Ireland and colliers
using the Harbour. A large number of vessels now touch at Queenstown,
and do not go up the Harbour to Cork, or in any manner use the upper
part of the Harbour. That these vessels should pay whatever tax may be
a fair equivalent for the advantages they derive from the Harbour is ob-
vious ; but it may well be doubted whether they ought to pay towards the
Harbour the same amount of tax which those vessels pay which use the
Harbour all the way up to Cork, and land or discharge goods there.

2. To make the following distinctions in favour of coasters from ports in
Ireland, viz :—

Colliers from ports in Ireland to pay	-	-	-	-	1 <i>d.</i> a ton.
Colliers from other ports	-	-	-	-	2 <i>d.</i> a ton.
Coasters (not colliers) from ports in Ireland to pay	-	-	-	-	1 <i>d.</i> a ton.
Coasters (not colliers) from ports in Great Britain to pay	-	-	-	-	3 <i>d.</i> a ton.

The Board of Trade are unable to understand the reason for this distinction,
which is, to the best of their knowledge, unprecedented in modern legislation.
Distinctions are often made between the tolls levied on coasters or short voyage
vessels, and those levied on foreign going or long voyage vessels, because the
latter make shorter voyages, bear smaller freights, and remain a shorter time in
port ; but there seems to be no good reason for a distinction between vessels
plying, say, from Belfast to Cork, and those plying, say, from Bristol to Cork.
To admit a distinction of this kind would be to re-introduce the principle of

differential duties in their most objectionable form, viz:—between different ports of the same nation and country.

Observations.

Section 8. It would be proper to add a reservation of future general Acts amending the Merchant Shipping Acts, or relating to Lights, Buoys, or Beacons, and of the rights, powers, and privileges of the General Lighthouse authorities, and of the revision by Parliament of the rates authorised by this Bill.

The subject of this Bill is also dealt with by the Cork Port Conservancy Bill of this Session.

Board of Trade,
March 1866.

T. H. Farrer.

RAILWAY AND CANAL, &c. BILLS.

[*Cork Harbour Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

15--CCL

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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“ THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Cork Port Conservancy Bill.

It is proposed by this Bill—

To provide for the regulation and management of Cork Harbour by repealing (as from the first Monday in January 1867) the Act 1 Geo. 4, c. 52, which incorporated the Commission for improving and preserving the Port, Harbour, and River of Cork, and by incorporating “The Cork Harbour Trustees,” and vesting in them the property, rights, powers, and privileges of the Commission under the repealed Act: Objects.

To define the limits of the Port of Cork as including all tidal waters within a line drawn from Poor Head to Cork Head:

To constitute the Cork Harbour Trustees (1.) conservators of the Port of Cork; (2.) the pilotage authority within a line drawn from the Old Head of Kinsale to the southernmost point of Ballycotton Island; and (3) the local authority under “The Merchant Shipping Act, 1854”; and to authorise them—

To deepen, dredge, and improve the Port as they think proper;

To superannuate their officers;

To levy the rates and tolls specified in the Bill, on vessels and goods;

To borrow and reborrow 95,000 £. on mortgage, which is to be applied in payment of the costs of the Bill and the debts incurred by the Commissioners, and (subject to such application) in the execution of works;

To appoint the harbour police and meters and weighers, and to license boats plying for hire in the port;

To authorise the purchase, by the trustees, of shipping dues from the Corporation of Cork:

To provide that the trustees shall be appointed on the first Monday in January in 1867, and every third year subsequently, and shall hold office for three years, and shall consist of the following 21 members, viz.:

The Mayor of Cork for the time being;

The Chairman of the Town Commissioners of Queenstown;

Eight nominees of the Corporation of Cork (four to be chosen from outside their own body):

Six members elected by the shipowners and harbour ratepayers of the Port of Cork;

Two nominees of the Town Commissioners of Queenstown (chosen from outside that body) ;

One nominee of the Admiralty ;

Two nominees of the Board of Trade :

To fix the qualification and provide for the registration of the electors of the above six trustees, and for the regulation of the election.

Observations.

The principal object of this Bill appears to be, to take the management of the Harbour of Cork out of the hands of the Municipal Corporation of Cork, in whom it is vested by the Act of 1 Geo. 4, and to place it in the hands of a body representing the municipalities of Cork and Queenstown, and the shipowners and harbour ratepayers. Upon the details of such a scheme the Board of Trade are not in a position to give an opinion ; but they desire to offer the following observations on the principles involved in such a change.

In many cases, especially in the infancy of a port, it may be neither practicable nor desirable to sever the interests of the trade of the place from those of the town in its municipal character ; but in cases where the persons paying dock and harbour rates constitute a large, distinct, and influential class, there is less difficulty in forming a body which shall represent that class, whilst there are obvious advantages in committing power to their hands. The interests of the town may not always be the same as those of the harbour. The persons chosen to govern the town are not necessarily chosen with any view to their mercantile knowledge, or capacity for dealing with questions affecting navigation, and they may be fully employed on business of a different description. Even supposing the town ratepayers to be anxious, when electing their own town councillors, to wish to elect among them a due proportion of merchants and shipowners, and to place in the hands of those councillors the management of matters relating to navigation, it is possible that such persons, though they might be willing and able to undertake the management of such matters if separated from other duties, might not be disposed to accept the office of town councillor, which involves in addition onerous duties connected with the management of the business of the town. On the other hand, if merchants and shipowners elect their own representatives, they will probably elect them with a view to their special qualifications ; the persons elected will have no duties thrown upon them, except those connected with navigation, and they will have the strongest motives of interest for managing the trust in the most efficient manner.

Section 3. The proviso in this section, restricting the exemption of post office packets from dues, which is contained in the 28th section of "The Harbours, Docks, and Piers Clauses Act, 1847," seems to require explanation.

Section 4. With respect to the interpretation of "work" and "railway," see below.

Section 8. The wide powers given by this clause to the trustees, of "deepening, cleansing, and otherwise improving the port," in such manner as they think proper, render necessary for the protection of navigation the incorporation in the Bill of Sections 13 to 19 of Part I. of "The Railways Clauses Act, 1863" (see below). If this is done, Sections 54 and 55 of the Bill might be omitted with advantage.

This clause, by authorising the trustees, notwithstanding the repeal of the Act 1 Geo. 4, c. 52, to "exercise all powers, rights, authorities, and privileges which, immediately before the commencement of this Act, shall be vested in or exercisable by the Commissioners," under the repealed Act, virtually re-enacts the repealed Act in favour of the trustees. Having regard to the powers given to the trustees by this Act itself, it seems doubtful whether this may not cause some confusion.

One of the powers, &c. given to the Commissioners by the repealed Act is the right of supplying ballast and of levying ballast rates. It may deserve consideration whether, in reviving these powers, reference should not be made to the recommendations contained in the Report of the Commissioners appointed by the

Crown to inquire into the local charges upon shipping in the ports of the United Kingdom, &c., and in the Report of the Board of Trade upon Bills for Harbours, &c. of the Session for 1855, viz., "that the conservators of a public harbour be empowered to regulate the removal and supply of ballast within that harbour, but that this power be not exercised for the purpose of obtaining a profit either by the supply or removal of such ballast."

Section 20. It may deserve consideration whether it would not be more advantageous to adopt the usual system of rotation in the retirement of trustees, so as to avoid a total change of the whole body.

Section 36. It may be observed that "The Cork Harbour Bill" in the present Session also relates to the tolls in Schedule A.; and in reporting on this Bill the Board of Trade desire to refer to their Report on that Bill. The rates proposed in this Bill appear to be free from one objection which exists against the rates proposed by that Bill, inasmuch as by this Bill the tonnage tax on vessels which touch at the port, but do not unload there, is only $\frac{1}{4}d.$ a ton if they remain less than 48 hours, and $\frac{1}{2}d.$ a ton if they remain more than 48 hours and not more than three weeks; whilst the charge on vessels which unload in the port is $1d.$, $2d.$, or $3d.$ a ton, according to the nature of the voyage. These rates will therefore impose a comparatively small tax on vessels which call at Queenstown.

But there is another feature in the Schedule of Rates in this Bill, which is open to the same serious objections pointed out in the Report on the Cork Harbour. The charge on vessels from ports in Ireland is only $1d.$ a ton, whilst the charge on colliers (from any ports?) is $2d.$ a ton; and the charge on all other vessels, whether from ports in Great Britain or in Foreign countries, is $3d.$ a ton. This differential tax on vessels engaged in trade with ports in Great Britain, as compared with vessels engaged in trade with Irish ports, appears to the Board of Trade to be very objectionable in principle, to be unprecedented in recent legislation, and to be contrary to the principles on which that legislation has proceeded. Tolls may and often do differ according to the length of the voyage, the character of the cargo, and the amount of freight supposed to be earned in different trades. But they do not generally differ, and ought not to be allowed to differ, according to the nationality of the place from which the vessel comes, and much less according to the different portions of one nationality and country with which they trade.

Sections 54 and 55. See remarks above, under Section 8.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this Bill in the following Tidal Waters. instance:—

The deepening, cleansing, scouring, dredging, and improving the Port of Cork.

Such interference renders necessary the incorporation of "The Harbour, Docks, and Piers Clauses Act, 1847," and Sections 13 to 19 ("Protection to Navigation") of "The Railways Clauses Act, 1863," and the Bill should state that, in construing these enactments, the words "railway" and "work" shall be taken to mean all the works authorised by this Bill.

The Bill proposes to incorporate the first only of these enactments, and does not contain the interpretation clause above suggested.

Board of Trade,
March 1866.

T. H. Farrer.

RAILWAY AND CANAL, &c. BILLS.

[*Cork Port Conservancy Bill.*]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
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15—CCL.

Under 1 oz.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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Furness Railway Bill.

It is proposed by this Bill to enable the Furness Railway Company—
To take additional lands at various places ;
To make the following Railways and Works, viz. :

Objects.

A Railway (7 miles 13 chains) and Junction Branch (32½ chains) from a double junction with the Company's Ulverstone and Lancaster line, near Ulverstone, to a point on the west side of Lake Windermere, near Newbys Bridge ;

A Branch or Siding (33 chains) from the same line near the Ulverstone Canal ;

A Tramway (1 mile 53 chains) from the Company's line near Dalton to Stainton Quarry ;

A Pier in Lake Windermere, at the termination of the intended Railway ;
New roads and diversions of roads in connection with the Company's Railways in the townships of Hawcoat, Yarlside, Dalton Proper, Lower Holker, Broughton East, Silverdale, and Carnforth ;

A closed Bridge instead of the present bridge, carrying the Company's Ulverstone and Lancaster line across the Leven Estuary, which is required by the Ulverstone and Lancaster Railway Act, 1851, to be an opening, swing, or drawbridge :

The dredging of Lake Windermere, and execution of other works necessary for providing access for steamboats to the pier :

To raise further sums of 300,000*l.* by new ordinary or preference shares, and 100,000 *l.* by loan :

And to subscribe 10,000 *l.* to the undertaking of “The Windermere United Steam Yacht Company, Limited.”

Section 2. It is usual, and it seems desirable, to incorporate, besides the clauses of “The Companies Clauses Consolidation Act, 1845,” here referred to, the clauses of that Act with respect to the general meetings of the Company, and the exercise of the right of voting by the shareholders, the making of dividends, and the giving of notices. Observations.

Sections 4, 5, 10, and 22. After “subject to the provisions of this Act,” in each of these clauses, should be added “and of the Acts and parts of Acts incorporated herewith.”

Section 26. See the observations on “Dimensions of Bridges,” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 26.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following Tidal Waters. instances, viz. :—

The first-mentioned Railway enters the Estuary of the Leven on its west side

side, near Plumpton Cottage and runs below high-water mark nearly straight to the town of Greenodd :

It crosses the River Crake by an arch of 35 feet span, and 5 feet headway :

It crosses the River Leven, near Legbarrow Point, by five arches of 30 feet span, and 5 feet headway, and between this bridge and Haverthwaite crosses the River Leven three times :

Of these three bridges, the dimensions are given of the bridge nearest to Haverthwaite only, viz., 3 arches, 30 feet span and 5 feet headway :

A diversion of the River Leven is shown on the deposited plans ; but no power of making such diversion is contained in the Bill.

Such interference renders necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of Sections 13 to 19, both inclusive ("Protection to Navigation"), of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate both of these enactments.

Section 25 repeals the 22d, 23d and 24th clauses of "The Ulverstone and Lancaster Railway Act, 1857," and any other clauses in that Act requiring the Railway Company to provide an opening, swing, or drawbridge, for the passage of vessels up the Leven Estuary, and authorises the Railway Company to close the existing opening bridge.

The Act intended to be referred to is one of 1851, not 1857, viz. 14 & 15 Vict. c. 102.

The 22d section provided that, subject to any waiver or alteration which might be allowed and approved by the Admiralty, the two several viaducts for carrying the Ulverstone and Lancaster Railway across the estuary of the Leven and the Kent Estuary should be so constructed as to afford in each of the said viaducts a clear breadth of waterway of not less than 1,400 feet for the free flux and reflux and scour of the tides, and that the spans or bays of each of the said two several viaducts should be openings of not less than 20 feet each, and a headway under the same of not less than 10 feet between its soffit and high-water mark of ordinary spring tides ; and it was further provided that in such part of each of the said viaducts, and in such manner as should be approved by the Admiralty, and subject to any waiver or alteration to be allowed and approved as before mentioned, the Railway Company should construct an opening, swing, or drawbridge of not less than 36 feet clear width ; and the site of such two viaducts and the mode of constructing the same, and also the two several opening, swing, or drawbridges, should be only in accordance with such approval and direction.

Section 23 of the Act of 1851 provided for the regulation of the opening of the two bridges for the passage of vessels, and Section 24 required the Railway Company to provide a tide scale on the abutments of those bridges.

The viaducts for carrying the Ulverstone and Lancaster Railway across the Leven and the Kent Estuaries were both constructed with one opening span.

In the year 1857 the Admiralty, on an application of the Ulverstone and Lancaster Railway Company, and in exercise of the power vested in that Department by the 22d section of the Act of 1851, authorised the Railway Company to keep closed until further notice the opening span of the Kent Estuary Viaduct.

It is now proposed that the Railway Company shall be authorised to convert the opening span of the Leven Estuary viaduct into a fixed bridge.

It has been represented to the Board of Trade (in whom the jurisdiction given by the Act to the Admiralty is now vested), by parties interested in the chief part of the shipping trade above the Leven Estuary viaduct, that the trade of the upper part of the Estuary would be as well, if not better, accommodated if vessels were to load and unload in the Ulverstone Canal, and if a railway were to be constructed from the upper part of that canal to Greenodd, which is at the head of the present navigation in the Leven Estuary.

The Railway Company have not, however, made any application to the Board of Trade for authority to close the opening bridge of the Leven Estuary viaduct.

The Board of Trade do not see objection to authority being given to the Railway Company to convert the opening span into a fixed bridge, if the closing of the bridge be deferred until a railway communication, such as is proposed in this Bill, shall have been completed and opened for traffic between Ulverstone and Greenodd, and until suitable accommodation is provided at the point where the Railway will meet the Ulverstone Canal for the interchange of traffic between the Railway and vessels in the Canal.

It is to be observed, that the 31st section of the Act of 1851 provides for the preservation of access for shipping to the Port of Ulverstone; but the Committee on the Bill may be called upon, by parties interested in that navigation, to consider whether the provisions of that Act are adequate for that purpose, and also for the maintenance of a proper depth of water in the Ulverstone Canal. The question may also arise for the consideration of the Committee, whether special provisions may not be proper for securing the use of the Ulverstone Canal, and the proposed Railway to Greenodd, at moderate charges, to the trade that will be deprived of its present access to the head of the navigation by the closing of the bridge.

There is still the question whether it is desirable wholly to repeal, as is proposed in Section 25 of this Bill, the 22d section of the Act of 1851, and thereby to put an end to the control which a Government Department now has over any alteration which the Railway Company may desire to make in the spans and heights of the several openings of the Leven and the Kent Viaducts.

The Board of Trade would suggest that the repeal of the 22d section (if the repeal of any part of it is in fact necessary) be limited to those provisions in it which require the Railway Company to maintain an opening, swing, or draw-bridge at each of the two viaducts.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Furness Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL Bills, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

15—CCLI.

Under 1 oz.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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and TIDAL WATERS, of this Session.”

Medway Docks (No. 1) Bill.

IT is proposed by this Bill to incorporate “ The Medway Docks Company,” Objects.
with a capital of 200,000 *l.* in 10 *l.* shares, and 66,500 *l.* by loan ; and to empower
them—

To make on the west side of the Limehouse Reach of the River Medway,
in the parish of St. Nicholas, Rochester, Docks, Timber Ponds, and other
Works ; and also a Railway (26 chains) to connect the proposed Docks with
the London, Chatham, and Dover Railway at the High Street, Rochester :

To provide vessels for dredging the Medway and entrance to the Docks :

To enter into agreements with the London, Chatham, and Dover Railway
Company with respect to the working and traffic of the proposed Docks and
Railway.

Section 5. After “ subject to the provisions of this Act,” should be added the Observations.
words, “ and of the Acts and parts of Acts incorporated herewith.”

It is to be observed that the Bill does not limit the tolls and maximum rates
that may be charged for the use of the intended Railway.

Sections 25 and 26. *Three* and *five* years are the periods usually allowed for
compulsory purchase and completion respectively, not *five* and *seven*, as here
proposed.

Section 29. This clause, to enable the Company to vary and extinguish rights
and privileges, seems to be intended to confer on the Company larger powers
than they would derive from the incorporation with the Bill of the General Acts
specified in Section 2. No ground for such enlarged and indefinite powers are
stated in the Bill, so as to justify a departure from the practice of Parliament.

Section 30. It is to be observed that the requirements of this clause may be
satisfied by the opening of the Railway for the conveyance of “ passengers or
goods.” The usual form of the clauses is satisfied only by the opening of the
Railway for the conveyance of passengers.

Section 45. It would be proper to add after “ Merchant Shipping Act, 1854,”
“ and any Acts amending that Act, or any General Act relating to Lights,
Buoys, or Beacons ;” and to reserve the rights, powers, and privileges of the
General Lighthouse authorities, and the revision of the limits of the Docks.

Interference with Tidal Waters.

On the proposed interference with tidal waters in this case, the Board of Trade Tidal Waters.
have no observations to make, the intended works being within the limits of the
River Medway, over which the Admiralty has retained its jurisdiction, pursuant
to the 9th section of “ The Harbours Transfer Act, 1862.”

The site of the Docks proposed by this Bill is nearly the same as that of the
Docks proposed by the *Rochester Docks* Bill of this Session.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Medway Docks (No. 1) Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

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RAILWAY AND CANAL, &c. BILLS.

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In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Medway Docks (No. 2) Bill.

It is proposed by this Bill to incorporate “The Medway Docks Company,” with a capital of 240,000 *l.* in 10 *l.* shares (divisible into preferred 6 per cent. and deferred half shares), and 80,000 *l.* by loan, and to empower them—

Objects.

To make the following works, viz.:—

A Dock on the west side of the River Medway opposite to Chatham Dock Yard:

And Railways Nos. 1, 2, and 3 (of an aggregate length of 1 mile 29 chains), to connect the Dock with the London, Chatham, and Dover Railway in Strood, and with the South Eastern Railway near the eastern face of its Higham Tunnel:

A Road (for which tolls may be taken) between the intended Dock and the South Eastern Railway Company's Dock at Strood, to join the road leading to Rochester Bridge:

A market place and buildings, and slaughter-houses.

To enter into arrangements with the South Eastern and the London, Chatham, and Dover Railway Companies, or either of them, with respect to the construction, working, and traffic of the railways, docks, and works of the contracting Companies.

Sections 29 and 30. *Three and five years* are the periods usually allowed for compulsory purchase and completion respectively, not five and seven years, as here proposed. Observations.

Sections 32, 33, and 34. With respect to the powers proposed to be given to the Board of Trade by these clauses, it is to be observed, that jurisdiction in the River Medway has not been transferred to the Board of Trade from the Admiralty.

Section 60. With respect to the “short distance” of *six miles*, it is to be observed, that the total length of the proposed Railway is under *two miles*.

Section 70. With respect to the power to contract respecting the *construction* of the Railway and Docks, it is to be observed, that it is the practice of Parliament to leave the construction of works to the Company, who are authorised to take lands and raise money for the purpose.

Section 75. It would be proper to add a clause for reserving in respect of the proposed Docks, “The Merchant Shipping Act, 1854,” and Acts amending that Act, and present and future General Acts relating to docks or piers, or to shipping or goods carried in ships, or to lights, buoys, or beacons, and of the rights, powers, and privileges of the General Lighthouse Authorities, and of the revision and alteration, under the authority of Parliament, of the limits of the Docks and of the rates authorised by this Bill for the Docks, the Markets, and the Road.

Interference with Tidal Waters.

Tidal Waters.

On the proposed interference with tidal waters in this case, the Board of Trade have no observations to make, the intended works being within the limits of the River Medway, over which the Admiralty has retained its jurisdiction, pursuant to the 9th section of "The Harbours Transfer Act, 1862."

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Medway Docks (No. 2) Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Miner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

15—CCLIV.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Rochester Docks Bill.

It is proposed by this Bill to incorporate “The Chatham and Rochester Docks Company,” with a capital of 260,000 *l.*, in 20 *l.* shares, and 60,000 *l.* by loan; and to empower them—

To make a Dock or navigable Cut, and Basins, and Landing-places in and adjoining the River Medway, at Rochester; a Railway (30 chains) from a junction with the London, Chatham and Dover Railway, at Melgund-place, Rochester, to communicate with the proposed Dock; and a Street between High-street and Melgund-place, all in the parish of St. Nicholas, in the city of Rochester:

To run over portions of the London, Chatham and Dover, and the South Eastern Railways between the intended junction and Strood station:

To embank and deepen part of the River Medway:

To enter into arrangements with the London, Chatham and Dover, and the South Eastern Railway Companies, with respect to the working and traffic of the intended Railway.

Section 27. It is to be observed, that though in this clause provision is made for the opening of the intended Railway for passenger traffic, no tolls or maximum charges, either for passenger traffic, or for any other kind of traffic, are fixed by the Bill. Observations.

Sections 41 and 43. These clauses authorise the Company to take for their docks and wharves any “reasonable” tonnage rates on vessels, and wharfage rates on goods. It seems to be a question whether this is not a case in which the practice of Parliament requires that the maximum charges shall be limited by the Bill.

Section 53. See observations on “Running Powers,” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 25.

Interference with Tidal Waters.

On the proposed interference with tidal waters, in this case the Board of Trade have no observations to make, the intended works being within the limits of the River Medway, over which the Admiralty has retained its jurisdiction, pursuant to the 9th section of “The Harbours Transfer Act, 1862.” Tidal Waters.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[Rochester Docks Bill.]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Miner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Talacre Pier and Harbour Bill.

It is proposed by this Bill to incorporate “The Talacre Pier and Harbour Objects Company,” with a capital of 200,000 *l.* in 10 *l.* shares, and 66,000 *l.* on loan; and to empower them—

To make the following Works, viz. :—

A Pier in the River Dee, in the township of Trewaelod and parish of Llanasa, with a tramway thereon :

A Breakwater on the Great Salisbury Bank :

And a Railway (14 chains) to connect the proposed pier with the Chester and Holyhead line of the London and North-Western Railway in the above parish :

A Harbour by means of the above Pier and Breakwater, and other works :

To dredge certain portions of the River Dee :

To contract with the London and North-Western Railway Company respecting the interchange of traffic.

Section 2. *See* below, under Section 37.

Observations.

Section 3. The Bill should expressly provide that “Railway” and “Works” in “The Railways Clauses Act, 1863,” shall include the Pier and Breakwater, and the works connected therewith, to be authorised by the Bill.

Sections 6 and 26. After “subject to the provisions of this Act” should be added “and of the Acts and parts of Acts incorporated herewith.”

Section 35. Some definition seems necessary of “terminal station” in this clause.

Section 37. It may deserve consideration, whether in reference to this power to contract respecting the fixing of tolls, there should not be incorporated with the Bill, Part III. of “The Railways Clauses Act, 1863.”

Section 41. It would be in accordance with the practice of Parliament to add to this Bill a clause reserving the operation of “The Merchant Shipping Act, 1854,” and of Acts amending that Act, and of present and future general Acts relating to harbours or piers, and to dues on shipping, and goods carried in ships, and to lights, buoys, and beacons, and the rights, powers, and privileges of the General Lighthouse Authorities.

Interference with Tidal Waters.

Interference with Tidal Waters is proposed by this scheme in the following Tidal Waters instances, viz. :—

The Pier, with a Railway or Tramway thereon, commences at high-water mark on the foreshore of the Dee, west of the entrance to the Sluice

Sluice House Gutter, and runs to low-water mark at a point half-way between the mouths of the Sluice House Gutter and the western branch of Llinegar Gutter :

The breakwater on the western end of the Great Salisbury Bank :

The Railway commences on the sea bank at the commencement of the Pier, and crosses the Sluice House Gutter.

Any such interference, if sanctioned, renders necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," of "The Harbours, Docks, and Piers Clauses Act, 1847," and of sections 13 to 19, both inclusive ("Protection to Navigation"), of "The Railways Clauses Act, 1863." And the Bill should state that in construing those sections of the last-mentioned Act the words "Work" and "Railway" shall be taken to mean the Pier, Breakwater, and works, as well as the Railway authorised by this Bill.

The Bill proposes to incorporate all of these enactments, but does not contain the interpretation clause above referred to.

The proposed Breakwater, about 1,540 yards in length, to be constructed on Salisbury Middle Sand, on the eastern side of Mostyn Deep, seems to be open to serious objections.

The sand banks which incumber the Estuary of the Dee are ever changing, whereby sites occupied by them at one period become channels at another. And just above the position of the proposed Breakwater there is an especial tendency to a diversion of the main stream, and to a bursting through the Salisbury Middle Bank in the direction of Welshman's Gut or Helbre Swash, which in all probability would be greatly aggravated by the direction and interference of that Breakwater, and produce a change permanently detrimental to the present Refuge Anchorage of Mostyn Deep.

Moreover the construction of a huge embankment, nearly a mile in length, upon an unstable foundation of sand, which is covered by a depth of 20 feet at high-water of a spring tide, might in the process of the channel's fluctuations, prove a dangerous obstruction, and constitute a permanent mischief.

The 26th section, empowering the Company to assume absolute control over limits which now constitute an important refuge anchorage to ships of every size, might prove injurious to the general interests of navigation. Its present freedom to all comers should not be interfered with for the sake of preserving and facilitating access to the proposed Pier, and for increasing the convenience of a private Company.

The "preventing and removing obstructions or impediments" might be accepted as having a very wide meaning, extending to the prevention of ships anchoring where they might obtain the best and most convenient shelter.

It seems better that the control and buoyage of the channels should remain with the present general authority.

Board of Trade,
March 1866.

T. H. Farrer.

RAILWAY AND CANAL, &c. BILLS.

[*Talacre Pier and Harbour Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

15—CCLVI.

Under 1 oz.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Wandsworth Canal Bill.

IT is proposed by this Bill to incorporate “The Wandsworth Canal Company,” Objects.
with a capital of 35,000 *l.* in 10 *l.* shares, and 11,606 *l.* by loan; and to empower them—

To make—

A Canal from a point in the parish of Wandsworth, on the Surrey shore of the River Thames, near and to the eastward of the River Wandle, to a point in the parish of Wimbledon, on the north side of the new road from Dunsford-road to Summers Town, to be supplied with water from the Rivers Thames and Wandle, and from MacMurray’s Canal;

A Road from High-street, Wandsworth, to the eastern side of the southern termination of the Canal:

To take tonnage and wharfage rates for the Canal and tolls for the Road.

Sections 46 and 57. It seems to be a question whether the maximum tonnage Observations.
rates for the Canal and tolls for the Road should not be limited by the Bill, and whether the Road should not be declared to be free to the public on payment of the authorised tolls.

Section 48. With respect to the proposed power to take wharfage rates for the use of the Company’s quays and other works, it would seem that the intended Canal will be virtually a dock; and it may deserve consideration whether the Canal should not be declared to be within the port of London, and be made subject to any enactments usually adopted in the case of authority to make docks within the port of London.

Section 49 exempts from tonnage and wharfage rates any ballast lighter not remaining in the Canal more than 12 hours at a time. It is to be observed, that in the case of the West London Docks and Warehouses (26 & 27 Vict. c. 228), the exemption is extended to all barges, lighters, and craft entering to receive or discharge ballast or goods, so long as they shall be bonâ fide engaged in receiving or discharging such ballast or goods.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following Tidal Waters.
instance, viz. :—

The construction of an entrance to the proposed Canal, with locks at the mouth of the inlet of the Thames, called MacMurray’s Canal, or the old canal at Wandsworth.

The Bill contains the provisions which are requisite in respect of such interference, for giving jurisdiction to the Board of Trade for the protection of navigation. Those provisions should be retained in the Bill.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[Wandsworth Canal Bill.]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Brighton West Pier Bill.

THIS Bill proposes to dissolve “The Brighton West Pier Company, Limited,” incorporated under “The Companies Act, 1862,” and to re-incorporate the Shareholders as “The Brighton West Pier Company,” with the property of the old Company, and with the present capital of 25,000 *l.*, in 10 *l.* shares, and with power—

Objects.

To raise additional sums of 10,000 *l.* by new ordinary or preference 10 *l.* shares, and 2,500 *l.* by loan :

And to make and maintain the Pier, opposite Regency Square, Brighton, commenced by the dissolved Company.

Sections 5, 6, and 17. After “subject to the provisions of this Act,” in each of these clauses should be added, “and of the Acts and parts of Acts incorporated herewith.”

Observations.

Sections 7 to 16. With respect to these clauses relating to the effect of the dissolution and re-incorporation, it is to be observed that the Bill does not contain clauses for giving to the new Company the power of enforcing calls (if any), made by the dissolved Company, and providing for the continuance of the registers, books, and certificates of the dissolved Company, corresponding to Sections 52 and 53, in Part V. (Amalgamation) of “The Railways Clauses Act, 1863.”

Section 10 purports to provide that judgments, &c. in respect of liabilities of the dissolved Company may be enforced against the members of that Company “to the same extent as if this Act had not been passed.” It seems to be a question whether the members of the existing Company, which is a “limited” one, under “The Companies Act, 1862,” would be subject to any liability for judgments, &c. against that Company, except in a proceeding for winding up that Company under the General Act, a proceeding that will not be available after the passing of this Bill.

Section 17. This Pier, in the Provisional Order of the Board of Trade, confirmed by “The Pier and Harbour Orders Confirmation Act, 1864,” is described as “a Pier on iron piles,” &c. ; and the work, as approved by the Board of Trade, is to be constructed accordingly. It would, therefore, be proper to insert the words “on iron piles” in Section 17 of this Bill.

Section 26. It seems to be a question whether the priority to be given by this clause to mortgages under the new Act should not be confined to debts to be incurred and engagements to be entered into by the new Company, so as not to include (as proposed in this clause) debts incurred and engagements entered into

before

before the passing of the Bill, which substantially would be debts and engagements of the existing Company, and for which the property and capital transferred to the new Company ought to be liable, as before the passing of the Bill.

Section 43. It is to be observed, that the power to take increased charges on "special occasions" is not authorised by the existing Order under which the Pier is being constructed. If it be retained in the Bill, some further definition of "special occasions," which would not leave the interpretation of the expression entirely at the discretion of the Company, seems desirable.

The Bill does not contain the usual reservation of "The Merchant Shipping Act, 1854," and of Acts amending that Act, and of present and future General Acts relating to shipping, and to lights, buoys, and beacons, and of the rights, powers, and privileges of the general lighthouse authorities, and of the revision under the authority of Parliament of the limits of the Pier, and of the rates and charges authorised by this Bill.

Interference with Tidal Waters.

Tidal Waters.]

Interference with tidal waters is proposed by this Bill in the following instance, viz.:—

The construction of a Pier, commencing at a point on the Esplanade, at Brighton, and extending seaward, in a southerly direction, 1,150 feet, or thereabouts.

Such interference renders necessary the incorporation in the Bill of "The Harbours, Docks, and Piers Clauses Act, 1847," and of Sections 13 to 19, both inclusive ("Protection to Navigation"), of "The Railways Clauses Act, 1863." And the Bill should state that, in construing those sections of the last-mentioned Act, the words "Work" and "Railway" shall be taken to mean the Pier and Works authorised by this Bill.

The Bill proposes to incorporate both of these enactments, but does not contain the interpretation suggested above.

The site and dimensions of the Pier referred to in the Bill are the same as those of the Pier authorised by the Order above mentioned.

Board of Trade,
March 1866.

T. H. Farrer.

[*Brighton West Pier Bill.*]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL Bills, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Holderness Embankment and Reclamation Bill.

By this Bill it is proposed to incorporate the “ Holderness Embankment and Reclamation Company,” with a capital of 100,000 *l.*, in 100*l.* shares, and 33,000 *l.* on loan, and to empower them—

To reclaim (within 10 years), by means of those embankments specified in Section 28 of the Bill, and described below, about 8 square miles of land from the bed of the sea on the north side of the Humber, towards its mouth, between Spurn Point and Sunk Island :

To divert, narrow, or stop up Patrington North and West Channels, and Patrington Haven, and all other creeks upon the site of the proposed works :

To purchase by agreement, easements and 200 acres, besides the land which they are to take compulsorily :

To sell or lease the lands acquired :

To sell their superfluous lands within 10 years after the complete reclamation of the lands authorised to be reclaimed.

It is proposed—

To authorise incapacitated persons to take reclaimed lands as compensation for lands purchased or injured :

To appoint the owners of 50 acres and upwards of the reclaimed lands, Commissioners for the purpose of maintaining the embankment, with power to levy rates on the owners of the reclaimed lands.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz. :—

An embankment (No. 1) commencing on the western shore of Spurn Point, at a place called Greedy Gut, and terminating at a point on the foreshore, east of Patrington Channel, distant about 11 chains from the mainland, in the parish of Welwick :

An embankment (No. 2) commencing at the termination of No. 1, and running to the south-eastern corner of Haverfield New Bank :

An embankment (No. 3) commencing at the same point as No. 2, and terminating at the existing embankment on Sunk Island, about 19 chains from the entrance to the Patrington Channel :

The diversion, narrowing, or stopping up of the North Channel and West Channel of Patrington and Patrington Haven.

This scheme is opposed by all the authorities interested in the preservation of the navigation of the Humber, including the conservators (a body specially created for that purpose), and this alone is a consideration of no small weight against a scheme which is only promoted by private parties, and for the purpose of private interest.

It appears, however, that there are well-grounded reasons for the apprehensions
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thus entertained by those entrusted with the conservation of, or are otherwise interested in the navigation.

It is obvious that the effect of substituting land for water in the limited area of an estuary, is to diminish the quantity of water and thus to reduce the scour in the navigable channels.

This scheme proposes to enclose (irrespective of the limits of deviation) nearly 8 square miles of tidal land, over which there is an average depth of about 9 feet at high water of an ordinary spring tide; and it may fairly be assumed that such a large abstraction would prove materially detrimental to the maintenance of the depths at the entrance of this highly important and, at present, unbarred river.

As a set-off to this injurious tendency, the promoters state that the embankment will give a better direction to the currents, and thereby improve, rather than injure, the channel. The Board of Trade are, however, advised that the works in question would have a contrary effect.

They would probably cause an increased scouring action on the inner side of the Spurn Point, whereon the lighthouses stand, and would encourage the elongation of the Point, by enlarging the circle of the eddy round it and the accumulation of the shoals extending seaward therefrom.

Another probable result of the proposed works would be the advance of the foreshore in front of the embankment, to the injury of Hawk Roadstead, the refuge anchorage.

The bight, which it is proposed to enclose, is also useful to the navigable channels, inasmuch as its comparatively quiet waters deposit a portion of the silt where it is least injurious, and thus prevent it from being carried to swell the banks that lie in the way of navigation. And, although this natural process will, in the course of time, ripen the bight for reclamation in the manner already described, its present condition is very far from such a state as to warrant the scheme proposed by the Bill.

There is yet another mode in which the Bill will do serious injury to the Humber as a harbour of refuge. It is often erroneously assumed that such bights as this, which the promoters seek powers to reclaim, are useless to navigation; but, on the contrary, such a recess, sheltered as it is from the heavy outer seas, is most valuable to a harbour of refuge as a beaching ground, whereon disabled vessels, incapable of reaching a better shelter, may save themselves from destruction. This has proved to be the case with the foreshore in question. In addition to this, there is a useful creek, called "North Channel," which affords sheltered anchorage to the small craft, and which it is proposed to stop up. All these advantages would be swept away by the proposed scheme, and for the easy shelving shore and soft bottom, on which, if a vessel be driven, she is not destroyed, there would be substituted a dangerous wall, having a depth on its outer side of about 15 feet at high water of a spring tide, against which, if a vessel be driven, she would, in all probability, be dashed to pieces.

The promoters also state, in support of their scheme, that the enclosure of the tidal land behind the narrow strip of the Spurn would strengthen the Point and prevent the waste of that by the sea, which has of late years caused so much apprehension. Whether it would have such effect may be doubted; but, assuming that it would, it is not needed, for the works already in construction, under the direction of the Board of Trade, on the outside of the Spurn, will, it is now obvious, effect all that is necessary for the preservation of the Point.

Observations.

Section 2. For the above reasons the Board of Trade are of opinion that the scheme should not be sanctioned. In case, however, the Bill passes, the following observations may be made on its details:—The powers given to the Company by Sections 28 and 30 of executing works in Tidal Waters should, according to the practice of Parliament, be subject to the provisions of Section 7 of "The Railways Clauses Consolidation Act, 1845," respecting the previous approval of plans by the Board of Trade, and to the provisions for the Protection of Navigation contained in Sections 13, 17, 18 and 19, of "The Railways Clauses Act, 1863." It seems desirable to incorporate these provisions in the Bill, and to omit Sections 33 to 36 of the Bill, which contain analogous provisions. It would be proper, with a view to make the above provisions applicable, to insert in Section 3 of the Bill an explanation that "Work" and "Railway" in the above enactment,

shall

shall be taken to include the embankment and all other works authorised by the Bill.

Section 29. It is not usual to allow a Company to deviate, as here proposed, in the case of vertical deviation, "to any extent which the Company think fit," without any limit.

The power should be given only "subject to the provisions of Part I. of "The Railways Clauses Act, 1863," so as to leave to the Board of Trade the power of approval, in the interests of navigation, of any deviation which is given to them by that Act.

Section 30. The works in tidal waters here authorised should be "subject to the provisions of this Act, and of the Acts and parts of Acts incorporated herewith."

Sections 33 to 36. As to the omission of these clauses, *see* p. 2, under Section 2.

Section 39. It seems desirable to define what is to be considered "the complete reclamation."

Sections 42 to 45. The appointment of Commissioners renders desirable the incorporation in the Bill of "The Commissioners Clauses Act, 1847," with the exception of the provisions relating to the election and rotation of Commissioners.

No time is appointed for the first meeting of the Commissioners.

It would be in accordance with the practice of Parliament to add a reservation of the operation of "The Merchant Shipping Act, 1854," and of Acts amending that Act, and of present and future General Acts relating to lights, buoys, and beacons, and of the rights, powers, and privileges of the General Lighthouse Authorities.

The Bill ought to incorporate "The Railways Clauses Consolidation Act, 1845," and of Sections 13 to 19, both inclusive ("Protection to Navigation") of "The Railways Clauses Act, 1863." And the Bill should state that in construing those sections of the last-mentioned Act, the words "Work" and "Railway" shall be taken to mean the embankment and all works authorised by this Bill.

The Bill does not propose to incorporate either of these enactments.

Board of Trade,
March 1866.

T. H. Farrer.

RAILWAY AND CANAL, &c. BILLS.

[*Holderness Embankment and Reclamation
Bill.*]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Berks and Hants Extension Railway Bill.

It is proposed by this Bill to enable the Berks and Hants Extension Railway Company— Objects.

To make a Branch, 13 miles 5 chains in length, from their existing Railway at Stert, to a junction with the Wilts, Somerset, and Weymouth Branch of the Great Western Railway at the Westbury Station:

To raise additional sums of 200,000 *l.* by shares, and 66,600 *l.* by loan:

To attach a preferential dividend to any shares to be issued under the powers of their original Act, or of this Bill:

And to divide any share in their capital into preferred and deferred half shares.

Section 2. It is usual, and it seems desirable, to incorporate besides the clauses here referred to, those clauses of the “Companies Clauses Consolidation Act, 1845,” which relate to the General Meetings of the Company, and the exercise of the right of voting by the shareholders, the making of dividends, and the giving of notices. Observations.

Section 6. With respect to the proposed power to attach a preferential dividend to all or any of the shares or stock to be created and issued under the powers and for the purposes of *the recited Act* of 1859, it may be observed that it is not usual to give to a Company a general power of issuing preferential shares in their already authorised capital, without setting forth in the Bill the existing state of that capital, issued and unissued, and limiting the greatest amount of preferential capital which may be created under such power.

The terms of this Section enabling the Company to attach to any future shares “any preferential dividend with or without other privileges which the Company may think fit,” and to issue for redemption of shares fresh shares “with or without any special advantage,” seem to leave the maximum rate of preferential dividend unlimited, either by this Bill or by the 13th Section of “The Companies Clauses Act, 1863.” This does not appear to be in accordance with the practice of Parliament.

This Section does not contain the usual restriction, that shares created for the purpose of redeeming other shares shall not exceed in nominal amount the shares to be redeemed thereby.

Section 18. It is to be observed that this Bill does not propose to enable mortgagees under this clause to obtain the appointment of a receiver.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Berks and Hants Extension Railway Bill*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Miner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD OF TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Brecon and Merthyr Tydfil Junction Railway (Southern Lines) Bill.

It is proposed by this Bill—as limited by a Resolution of the House—

Objects.

To enable the Brecon and Merthyr Tydfil Junction Railway Company—

To make the following Railways, viz. :

Nos. 1, 2, 3, 4, and 5, “Newport Junctions,” of an aggregate length of 4 miles 49 chains, for connecting at or near Newport the Company’s Rumney Railway with the Monmouthshire, the Newport and Usk, and the Pontypool, Caerleon, and Newport Railways;

No. 8, “West Taff Extension” (5 miles 75 chains), from the Company’s Railway near Merthyr Tydfil to the Aberdare Branch of the Great Western Railway, near Quaker’s Yard;

No. 9, “Rhondda and Newport Junction” (4 miles 9 chains), from the Rhymney Railway to the Taff Vale Railway, near the Treforest Station;

No. 10, “Sirhowy (Machen) Junction” (1 mile 42 chains), from the Company’s Rumney Railway to the Sirhowy Railway, near Nine Mile Point:

To raise further sums of 850,000 *l.* by shares, and 283,300 *l.* by loan:

To run over and use the Newport and Usk, and the Sirhowy Railways, and portions of the Pontypool, Caerleon, and Newport Railway, the South Wales and the West Midland (Taff Vale Extension) sections of the Great Western Railway, and of the Taff Vale Railway:

To enter into working and traffic arrangements with the Great Western, the Sirhowy, the Newport, and Usk, and the Pontypool, Caerleon, and Newport Railway Companies, or any of them:

To vest in the Company the Bargoed Rhymney Branch of the Rhymney Railway Company, upon payment by the former to the latter Company of the cost thereof, less compensation to the former Company for delay in the opening of the line:

To repeal the running powers over a portion of the Company’s Line, granted to the Rhymney Railway Company by their Act of 1863:

And to rescind certain heads of arrangement between the Company and the Rhymney Railway Company, set forth in the Schedules to their respective Acts of 1864, with respect to the construction of Railways authorised by those Acts.

Section 2. It is usual, and it seems desirable, to incorporate, besides the sections of “The Companies Clauses Consolidation Act, 1845,” here mentioned, the clauses of that Act with respect to the general meetings of the Company and the exercise of the right of voting by the shareholders.

Observations.

With respect to the proposed incorporation of Part III. (relating to debenture stock) of "The Companies Clauses Act, 1863," it is to be observed that the Bill does not expressly authorise the creation of debenture stock.

Sections 4, 8 and 10. It would be more accurate, and it seems desirable, to add, after "Subject to the provisions of this Act," the words "and of the Acts and parts of Acts incorporated herewith."

Section 11. The Bill does not propose to enable the mortgagees under this clause to obtain the appointment of a receiver.

Section 18. Reference may be made to the Observations on "Dimensions of Bridges," in the General Report of the Board of Trade on Railway, &c. Bills of this Session, page 26.

Section 23. See the observations on "Running Powers" in the above-mentioned Report, page 25.

Section 28. With respect to the proposed transfer of the Bargoed and Rhymney Branch to the Brecon and Merthyr Tydfil Junction Railway Company, it is to be observed that the Bill does not provide any security for the completion of the Branch by that Company; and it seems to be a question whether the tolls and maximum rates to be taken upon it are duly defined.

Interference with Tidal Waters.

Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz. :—

Railway No. 5 crosses the River Usk by a viaduct of 5 arches, each of 66 feet span and 16 feet headway, and Grindan Pill by a solid embankment. It is also proposed to divert Grindan Pill, at a point below the proposed bridge across the Usk;

Railway No. 6 crosses the River Rumney below the bridge of the South Wales Railway over that river, by 65 yards of pile bridging of 12 feet headway;

Railway No. 7 crosses the River Rumney above the same bridge, by 85 yards of pile bridging, with 18 feet headway.

Such interference renders necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of Sections 13 to 19, both inclusive ("Protection to Navigation"), of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate both of these enactments.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Brecon and Merthyr Tydfil Junction Railway*
(*Southern Lines*) Bill.]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

RAILWAY AND CANAL, &c. BILLS,

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Bristol and Portishead Pier and Railway Bill.

It is proposed by this Bill:—

To enable the Bristol and Portishead Pier and Railway Company—

To construct a Pier, 71 chains in length, running from the Company's authorised Branch Railway at Portishead across Portishead Pill into the River Severn, and embankments, tramways, warehouses, lighthouses, and other works in connection therewith, on the shores or bed of the River Severn and Portishead Pill: Objects.

To stop up, reclaim, appropriate, and dredge any part of Portishead Pill:

To abandon the construction of the Pier at Portbury, and the portion of the Company's Main Line of Railway between that Pier and the Branch Railway to Portishead, authorised by the Act of 1863:

And to raise additional sums of 60,000 *l.* by new, ordinary, or preferential shares, and 20,000 *l.* by loan:

To alter the pier rates for goods and vessels authorised by the Company's Act of 1863:

To settle the payments to be made by the Company to the Corporation of Bristol in respect of vessels and goods using the Company's Pier, or other works:

To allow seven years for the completion of the new Pier:

To extend the time (1) for the compulsory purchase of lands under the Company's Act of 1863 for two years from the 29th of June 1866; (2) For the completion of the Railway authorised in 1863 for two years from the 29th of June 1868.

Sections 2 and 28. Having regard to the proposed extension of time for the exercise of compulsory powers under this Company's Act of 1863, there should be incorporated with the Bill, Part II., relating to extension of time, of “The Railways Clauses Act, 1863.” Observations.

Section 3. It is usual, and it seems desirable, besides the clauses of “The Companies Clauses Consolidation Act, 1845,” here mentioned, to incorporate the clauses of that Act with respect to the general meetings of the Company, and the exercise of the right of voting by the shareholders, the making of dividends, and the giving of notices.

Section 4. It would be more accurate, and it seems desirable, to add, after “incorporated Acts” the words “and parts of Acts.”

Sections 11, 12, and 13. These clauses enable the Company to take rates in respect of the pier, “and within the limits thereof.” These limits, as defined in Section 21, include Portishead Pill, and a large space seaward of the pier, and

“every quay, wharf, or landing place within or adjoining the limits.” It may deserve consideration whether, in order to postpone the levying of these rates by the Company, until they have executed adequate works, there should not be prefixed to Sections 11, 12, and 13 such words as “subject to the provisions of Sections 25 and 26 of ‘The Harbours, Docks, and Piers Clauses Act, 1847.’”

Section 19. No reason is apparent in this Bill for the proposed exemption from the provision in the 5th section of “The Lands Clauses Consolidation Acts Amendment Act, 1860,” that the borrowing powers of the Company shall be reduced in respect of rentcharges, granted as the consideration for lands purchased.

Section 34. The Bill does not propose to enable the mortgagees, under this section, to obtain the appointment of a receiver.

Section 40. It would seem proper to add the further usual reservations, by inserting in this clause after “from the provisions,” in the third line, the words, “of ‘The Merchant Shipping Act, 1854,’ and any Acts amending that Act;” and after “goods carried in ships,” in the fourth line, the words, “or to lights, buoys, or beacons, or to the right, powers, and privileges of the general light-house authorities;” and at the end of the clause the words, “or of the limits of the pier by this Act authorised.”

Interference with Tidal Waters.

Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz.:—

The Pier commences at a point in the authorised Branch Line of Railway, at the south-eastern shore of Portishead Pill, near its head, crosses in a curve to the north-western side of the Pill, and extends along that side into the Severn, to a point riverward of the existing Pier; it then turns westward at an acute angle, and again south-westward, and joins the mainland south-west of the Hotel:

The stopping up, reclamation, appropriation, dredging, widening, and deepening of any parts of Portishead Pill.

Such interference, if sanctioned, would render necessary the incorporation in the Bill of “The Railways Clauses Consolidation Act, 1845,” “The Harbours, Docks, and Piers Clauses Act, 1847,” and the other usual provisions for protection to navigation. The Bill appears to contain those provisions.

The Board of Trade have, however, further to observe that the deposited plan and section do not show with what openings, if any, it is intended that the pier shall be constructed; but power is to be taken by the promoters to stop up any part of Portishead Pill; and to levy rates on all vessels, and on all goods shipped or unshipped within “the limits of the pier,” which limits include the whole of Portishead Pill. It seems to be a question deserving the consideration of the Committee, whether any work should be sanctioned which will prevent the access of vessels to the head of the Pill, where there is now a small quay, and the most sheltered position for fishing boats to lie; and whether existing rights to use the Pill free from rates, should be interfered with.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Bristol and Portishead Pier and Railway
Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL Bills, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Castle Cary and Langport Railway Bill.

It is proposed by this Bill to incorporate “The Castle Cary and Langport Railway Company” with a capital of 250,000 *l.* in 10 *l.* shares, divisible into preferred (6 per cent.) and deferred half shares, and 83,000 *l.* on loan, and to empower them—

To make a Railway (15 miles 21 chains), from the Wilts, Somerset, and Weymouth line of the Great Western Railway, near the Castle Cary Station, to the Yeovil Branch of the Bristol and Exeter Railway, near the Langport Station :

And to enter into arrangements with the Great Western and the Bristol and Exeter Railway Companies, or either of them, with respect to the working of the proposed Railway and the traffic of the Railways of the contracting Companies.

Sections 5 and 9. After “Subject to the provisions of this Act” should be added “and of the Acts and parts of Acts incorporated herewith.”

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Castle Cary and Langport Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Devon Valley and North British Railway Companies (Arrangements) Bill.

It is proposed by this Bill—

To enable the Devon Valley Railway Company to raise a further sum of **Objects.**
20,000 *l.* by 10 *l.* shares :

To declare the capital of the Devon Valley Railway Company to consist of 100,000 *l.* in 40,000 *l.* A. shares, and 60,000 *l.* B. 4 per cent. preference shares, the profits if exceeding 4 per cent. on the whole capital, to be divided equally between the two classes of shares :

To repeal the existing borrowing powers of the Devon Valley Railway Company :

To enable the North British Railway Company to subscribe to the Undertaking of the Devon Valley Railway Company 60,000 *l.*, and to raise that sum by ordinary or preference shares :

To revive until 1868 the power of compulsory purchase of lands (which expired on the 23d July 1860), for a distance of 7 miles 60 chains from the commencement of the Devon Valley Railway at Tillicoultry :

To extend the time for the completion of the Railway until 1869 from the 1st of August 1866, to which it was extended (as regards the original Line for the second time), from the 1st of August 1864 :

To confirm a finance agreement (scheduled to the Bill) between the Devon Valley and North British Railway Companies, relative to the issue of the 60,000 *l.* preference shares to the North British Railway Company, who are to pay that sum for the completion of the Devon Valley Railway, and are to appoint three of the six directors of the Devon Valley Railway Company, of whom one is to be the chairman :

To confirm a “working agreement” (scheduled to the Bill) between the two above-named Companies, which provides for the working in perpetuity by the North British Railway Company of the Railway of the Devon Valley Railway Company as from 31st January 1866 :

To authorise the Devon Valley and North British Railway Companies to agree to vest the Undertaking of the former Company in the latter Company by amalgamation, sale, or lease :

And to authorise the North British Railway Company to issue new ordinary or preference shares for raising the amount necessary for a purchase, or for amalgamation, and to exercise the then unexercised powers of the Devon Valley Railway Company for raising money by shares.

Section 2. It is usual, and it seems desirable, to incorporate, besides the clauses of “The Companies Clauses Consolidation (Scotland) Act, 1845,” here referred to, the additional clauses of that Act referred to in Section 19 of the Bill.

Observations.

Sections 5, 23, 33, and 35. After "subject to the provisions of this Act," in each of these clauses should be added "and of the Acts and parts of Acts incorporated herewith."

Section 17. It is to be observed with respect to the working agreement, that the Bill does not contain the usual provisions for saving the rights of third parties, and reserving to the Board of Trade a power of decennial revision in the interests of the public.

Sections 18 and 45 would make the "short distance" *six* miles; the "short distance" under Section 45 of "The Devon Valley Railway Act, 1858," is *four* miles.

Section 23. Reference may be made to the observations on "Amalgamation, Sale, and Lease," in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 24.

Section 24. It may deserve consideration whether the Board of Trade would not be better able to exercise with advantage to the public, the power of approval given by this clause, if some such provision were made for giving public notice of the intention to enter into an agreement for an amalgamation, sale, or lease, as is contained in Section 24 of "The Railways Clauses Act, 1863."

It seems desirable, in the case of a lease, to incorporate with the Bill Section 105 of "The Railways Clauses Consolidation (Scotland) Act, 1845," with respect to the covenants to be contained in a lease.

Section 25. Instead of "No addition shall be made to the capital of the Company," it should be "No addition shall be made to the capital of the *North British* Railway Company."

Section 34. After "In the event of amalgamation," should be added, "or purchase."

No provision is made in the Bill for the dissolution of the Devon Valley Railway Company, on amalgamation. It may also deserve consideration whether on a purchase, that Company should not be dissolved. If this were done, Sections 39 to 44 would become unnecessary as regards the sale, and Sections 40-42 might be omitted.

Sections 46, 47. The powers given by the Bill to the North British Railway Company to issue fresh capital, seem to make it proper to extend the operation of these clauses to that Company.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Devon Valley and North British Railway
Companies (Arrangements) Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL Bills, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

15—CCLXIV.

Under 1 or.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Devon Valley and North British Railway (Branches) Bill.

It is proposed by this Bill to enable the North British Railway Company— Objects.

To raise further sums of 95,000 *l.* by new ordinary or preference shares,
and 31,600 *l.* by loan :

To make three Railways, viz. :

No. 1 (8 miles 14 chains), from the authorised Devon Valley Railway, near the Rumbling Bridge Station, in the parish of Fossoway, in the county of Perth, to Wattie's Ford Bridge, in the parish of Beath, Fifeshire ;

No. 2 (3 miles 40 chains), in the parish of Beath, from No. 1, at Wattie's Ford Bridge, to the Kinross-shire Line of the North British Railway at the Kelty Station ;

No. 3 (2 miles 68 chains), from No. 1, in the parish of Fossoway, to Solgirth, in the parish and county of Clackmannan :

To enter into arrangements with the Devon Valley Railway Company for the joint construction, working, and traffic of the above Railways.

Section 2. It is usual, and it seems desirable, besides the provisions of “ The Companies Clauses Consolidated (Scotland) Act, 1845,” here referred to, to incorporate the provisions of that Act with respect to the general meetings of the Company, and the exercise of the right of voting by the shareholders, the making of dividends, and the giving of notices. Observations

Sections 5, 7, and 12. After “ subject to the provisions of this Act,” should be added “ and of the Acts and parts of Acts incorporated herewith.”

Section 8. The Bill does not propose to enable the mortgagees, under this clause, to obtain the appointment of a Receiver.

Section 21. See the observations on “ Dimensions of Bridges,” in the General Report of the Board of Trade on the Railway, &c., Bills of this Session, page 26.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Devon Valley and North British Railway
(Branches) Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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“THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

East and West Junction Railway (Hitchin Extension) Bill.

It is proposed by this Bill to enable the East and West Junction Railway Objects.
Company—

To make the following Railways, viz :—

(Nos. 1, 2 and 3) an Extension of an aggregate length of 37 miles 52 chains, from the Company's authorized Line, near Towcester, passing by Stoney-Stratford, Newport-Pagnel, and near Ampthill, to the Great Northern Railway, at Hitchin ; No. 4, a Junction Line, 34 chains in length, to connect the proposed Railway, No. 2, with the authorized Line of the Midland Railway Company's Extension to London, at Dunnell End, in the Parish of Flitwick, Bedfordshire ; and No. 5, a Junction Line, 40 chains in length, to connect the proposed Railway, No. 1, with the London and North Western Railway at Wolverton :

To raise further sums of 900,000 *l.* by new ordinary or preference shares, and 300,000 *l.* by loan.

Section 4. It would be more accurate, and it seems desirable after “subject Observations. to the provisions of this Act,” to add “ and the Acts and parts of Acts incorporated herewith.”

Section 8. With reference to the proposed power to issue, for the purpose of new works, shares with a preferential dividend, it may be observed that the Company have not yet opened their original Line.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*East and West Junction Railway (Hitchin
Extension) Bill.*]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL BILLS, and BILLS re-
lating to HARBOURS, DOCKS, and TIDAL WATERS,
of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
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FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Great North of Scotland Railway Bill.

It is proposed by this Bill—

To authorise a lease or transfer of the Undertakings of the Alford Valley, the Keith and Dufftown, the Strathspey, the Morayshire, the Aberdeen and Turriff Junction, the Banff, Macduff and Turriff Extension, the Banffshire, the Formartine and Buchan, and the Deeside Railway Companies to the Great North of Scotland Railway Company, or an amalgamation of those Companies with the Great North of Scotland Railway Company : Objects.

To enable the Great North of Scotland Railway Company to enter into Working and Traffic Arrangements with the Deeside Railway Company :

To legalise the subscription of 97,330 *l.* already made by the Great North of Scotland Railway Company to the Undertaking of the Deeside Railway Company :

To authorise the Great North of Scotland Railway Company to raise by shares, ordinary and preferential, and by loan in the event of any transfer or amalgamation, any sums not exceeding the aggregate amount of the authorised share and loan capital respectively of the transferring Companies :

To authorise the Banff, Macduff, and Turriff Extension Railway Company to abandon the construction of the Railway from Banff to Macduff, and of the Railway and Tramway at Macduff authorised by their Act of 1863 :

To extend the time for the completion of the extension of the Banffshire Railway to Buckie, authorised in 1863, from the 21st of July 1868 until the 1st of August 1870.

Section 2. It is usual, and it seems desirable, to incorporate besides the clauses of “ The Companies Clauses Consolidation Act, 1845,” here referred to, the clauses of that Act with respect to the general meetings of the Company and the exercise of the right of voting by the shareholders, the making of dividends, and the giving of notices. Observations.

See under Section 4.

Section 4. Reference may be made to the observations on “ Amalgamation Sale and Lease,” including those on “ Public Notice of Transfer” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, pages 24 and 25.

The power to lease renders proper the incorporation with the Bill of Sections 105 and 106 (with respect to the leasing of Railways) of “ The Railways Clauses Consolidation (Scotland) Act, 1845.”

The Bill does not contain the usual provisions for the deposit of a copy of the deed of lease or transfer with the Sheriff, or for publication of a notice of the change of ownership.

Section 7. It would be more accurate, and it seems desirable, after "Subject to the provisions of this Act," to add, "and of the Acts and parts of Acts incorporated herewith."

Section 18. The Bill states the amount of share capital of the Deeside Railway Company held by the Great North of Scotland Railway Company. It would be in accordance with the practice of Parliament to set forth in the Bill the amount of share capital, which the Great North of Scotland Railway Company hold in any of the other eight Companies which may be amalgamated with them.

It may be observed that the practice of Parliament requires a deduction to be made on account of any such subscription from "the amount of the authorised capital" of the transferring company, in fixing the amount which the Great North of Scotland Railway Company may raise by new shares or stock for the purposes of the transfer or amalgamation.

The "Additional Provisions" which the parties propose to introduce into this Bill has not been before the Board of Trade.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Great North of Scotland Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and
BILLS relating to HARBOURS, DOCKS, and
TIDAL WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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Halesowen and Bromsgrove Branch Railways Bill.

It is proposed by this Bill, to enable the Halesowen and Bromsgrove Branch Railways Company, incorporated in 1865— Objects.

To make the following Railways, viz:—

No 1 (1 mile 50 chains), from the Company's authorised Railway at Halesowen to Hasbury:

No 2 (2 miles 70 chains), from the termination of (No 1) at Hasbury to the West Midland Line of the Great Western Railway at Oldswinford:

No 3 (1 mile 60 chains), also from the termination of (No 1) at Hasbury, to a point near the Hagley Gate Toll House in the Parish of Hagley:

To raise further sums of 110,000 *l.* by ordinary shares, and 36,000 *l.* by loan:

To run over the portion of the West Midland Line of the Great Western Railway, between the junction therewith of Railway (No 2), and the Stourbridge Station:

And to enter into arrangements with the Midland and the Great Western Railway Companies, with respect to the working and traffic of the new Railways.

Section 4. It would be more accurate, and it seems desirable, after “Subject to the provisions of this Act,” to add “and of the Acts and parts of Acts incorporated herewith.” Observations.

Section 8. The Bill does not propose to enable the mortgagees under this clause to obtain the appointment of a receiver.

Section 19. Reference may be made to the observations on “Running Powers,” in the General Report of the Board of Trade, on the Railway, &c. Bills of this Session, page 25.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Halesowen and Bromsgrove Branch Railways
Bill.*]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

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Hatfield Chase Warping and Improvement (Railway) Bill.

It is proposed by this Bill to enable the Hatfield Chase Warping and Improvement Company incorporated in 1854— Objects.

To make a Railway (3 miles 25 chains) from the authorised Doncaster to Gainsborough line of the Great Northern Railway, in the parish of Haxey, to the west side of the River Trent, near Owston :

To raise further sums of 25,000 *l.* by new ordinary or preferential shares, and 8,300 *l.* by loan :

To enter into arrangements with the Great Northern, the Manchester, Sheffield, and Lincolnshire, the Great Eastern, and the Lancashire and Yorkshire Railway Companies, or with any of them, with respect to the working and traffic of the proposed Railway :

To take tolls for goods in respect of the use of the “ drains, sewers, cuts, or canals ” of the Company.

Section 2. It is usual, and it seems desirable, to incorporate, besides these clauses of “ The Companies Clauses Consolidation Act, 1845,” the clauses of that Act with respect to the general meetings of the Company and the exercise of the right of voting by the shareholders, the making of dividends, and the giving of notices. Observations.

Section 9. The Bill does not propose to enable the mortgagees under this clause to obtain the appointment of a receiver.

Section 34. It seems to be proper to insert in this clause, after “ Railway by this Act authorised to be made ” in the second line, the words “ or the Company ; ” and after “ General Act relating to Railways,” in the third line, the words “ or to canals.”

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instance, viz. :— Tidal Waters.

The Railway terminates on the bank of the River Trent, near West Kinnard's Ferry.

Such interference renders proper the incorporation in the Bill of “ The Railways Clauses Consolidation Act, 1845,” and of Sections 13 to 19, both inclusive (“ Protection to Navigation ”), of “ The Railways Clauses Act, 1863.”

The Bill proposes to incorporate both of these enactments.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILL.

[*Haithfield Chase, Warming and Improvement
(Railway) Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Pembroke and Tenby Railway Bill.

IT is proposed by this Bill to change the name of the Pembroke and Tenby Railway Company to that of “The Pembroke, Tenby, and Carmarthen Railway Company,” and to enable them— Objects.

To make the following Railways, viz. :—

(No. 1.) 54 chains, wholly in the parish of St. Mary, Pembroke, from their existing line near its commencement, to near Hobb’s Point, on the south shore of Milford Haven :

(No. 2.) 20 chains, in connection with their existing line at the Pembroke Station :

(No. 3.) 14 miles 66 chains in length, from their authorised Extension Line in the parish of Llangan, to a junction with the Carmarthen and Cardigan Railway, near Carmarthen :

To make wharfs at the termination of No. 1, and to dredge the adjoining part of the Haven :

To raise further sums of 200,000 *l.* by ordinary or preference shares, and 66,600 *l.* by loan :

To enter into arrangements with the Carmarthen and Cardigan, the Manchester and Milford, the Mid Wales, the Cambrian, and the Central Wales Railway Companies, and the Llanelly Railway and Dock Company, respecting the working and traffic of the Railways of the contracting Companies :

To lease their Railway to David Davies and Ezra Roberts for 21 years :

And to lease their Railway for any term to the Cambrian and the Manchester, and Milford Railway Companies, and the Llanelly Railway and Dock Company, or to either of them.

Section 4. After “Subject to the provisions of this Act,” should be added Observations.
“and of the Acts and parts of Acts incorporated herewith.”

Section 20. *See* the observations on “Dimensions of Bridges” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 26.

Sections 27, 31. *See* the observations on “Amalgamation, Sale and Lease,” including those on “Public Notice of Transfer,” in the abovementioned General Report, pages 24, 25.

The Bill does not contain the usual provision for the deposit of a copy of the lease with the Clerk of the Peace, or for publication of a notice of the change

of ownership; nor does it make the leases dependent, as usual, on the sanction of a specified majority at a special meeting of each of the contracting Companies.

Section 37. It seems necessary to apply this clause to the Railways and rates authorised by "the recited Acts" as well as "by this Act." It would seem proper also to reserve the revision of the rates authorised for the wharf.

Interference with Tidal Waters.

Tidal Waters.

Interference with tidal waters within the jurisdiction of the Board of Trade is proposed by this scheme in the following instances, viz.:—

Railway No. 3, crosses the River Gynyn, near St. Clare by one arch, 40 feet wide and 20 feet above high-water mark; and the River Towy just above the bridge of "the South Wales Railway" over that river by a draw-bridge 50 feet wide, and four arches each 24 feet wide and 6 feet above high-water mark.

Such interference renders necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of Sections 13 to 19, both inclusive ("Protection to Navigation"), of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate both of these enactments.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Pembroke and Tenby Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS re-
lating to HARBOURS, DOCKS, and TIDAL WATERS,
of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be printed,
9 February 1866.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“ THAT the BOARD OF TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Somerset and Dorset Railway Bill.

It is proposed by this Bill to enable the Somerset and Dorset Railway Objects.
Company —

To enlarge and improve their Station at Highbridge :

To take additional lands at Burnham, Shapwick, Glastonbury, Wincanton, Templecombe, Stolbridge, Shillingstone, Sturminster-Marshall, Wimborne and Canford :

To subscribe 20,000 *l.* to the Bristol and North Somerset Railway Company :

To subscribe 50,000 *l.* to the proposed Bridgwater Railway Company, if incorporated by an Act of this Session :

To raise additional sums for general purposes, of 300,000 *l.* by shares, and 100,000 *l.* by loan ; and for the subscriptions above mentioned 20,000 *l.* and 50,000 *l.* by shares (the shares being either ordinary or preferential) :

To discharge arrears of preference dividends by shares, part of the new capital of 300,000 *l.* :

To enter into working and traffic arrangements with the Bristol and North Somerset Railway Company :

To make agreements with respect to the use of a stream at Glastonbury.

It is also proposed by the Bill—To confirm an agreement between the Company and the Bristol and North Somerset Railway Company, scheduled to the Bill, relative to the working of the latter Company's line for 21 years by the Somerset and Dorset Railway Company.

Section 2. It is usual, and it seems desirable, besides the clauses of “ The Companies Clauses Consolidation Act 1845,” here mentioned, to incorporate the clauses with respect to the General Meetings of the Company, and the exercise of the right of voting, by the shareholders, the making of dividends, and the giving of notices. Observations.

With reference to the incorporation of Part III. of “ The Companies Clauses Act 1863,” it may be observed that the Bill gives no power to the Company to issue Debenture Stock.

Sections 4 and 5. It would be more accurate, and it seems desirable, that these clauses should commence with “ Subject to the provisions of this Act, and of the Acts and parts of Acts incorporated herewith.”

Section 10. This clause authorises the application of shares of the proposed additional capital of 300,000 *l.* to discharge arrears of dividend on any preferential shares of the Company which “ constitute a debt.”

The terms of the clause appear to include, not only existing arrears of dividend, but also arrears to accrue from time to time on any preferential shares, future as well as now existing.

The Bill does not state the present amount issued of the Company's preferential share capital, or the amount of arrears of dividend thereon, or how such arrears can "constitute a debt."

If it be found expedient to authorise an addition to this Company's capital in respect of arrears of dividend, it would be in accordance with the practice of Parliament to specify the greatest amount of new share capital which may be applied to that purpose; to provide that the amount of any arrears discharged by the issue of shares shall not be less than the nominal amount of those shares; and to require provision to be made for the redemption of capital so applied.

Section 13. It would seem to be at variance with principle, and also with the practice of Parliament, to grant, as is here proposed, a borrowing power in respect of so much of the additional share capital of 300,000 *l.*, as may be applied in discharge of arrears of dividend.

Section 15. It is usual to specify a sum as the amount to authorise on application for a receiver, and not to leave that amount variable with the amount of the Company's mortgage debt, as is here proposed.

Section 19. It seems to be a question whether a period of *five* years should be allowed for the proposed alteration by the Company of the public road, and other works at Highbridge, to be authorised by Section 4.

Section 21. With respect to this agreement, it is to be observed that the Bill contains no provisions for reserving the rights of third parties, or for decennial revision by the Board of Trade, with reference to the interests of the public, such as are contained in sections 22 and 27 of "The Railways Clauses Act, 1863."

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Somerset and Dorset Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“ THAT the BOARD of TRADE do present to this House a REPORT upon
the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS,
DOCKS, and TIDAL WATERS, of this Session.”

Tyne Improvement Bill.

It is proposed by this Bill :

Objects.

To authorise the Tyne Improvement Commissioners—

To borrow an additional sum of 300,000 *l.* for the purposes of their piers
at the mouth of the Tyne ;

To postpone the appropriation of any money out of the piers rates for
a sinking fund, under the Act of 1852, until 1873, or six months after
the whole authorised amount has been borrowed ;

And to reduce the piers rate in respect of vessels leaving for any port
on the coast between Holy Island and Flamborough Head :

To repeal the exemption from piers rate of sailing vessels after seven,
and of steam vessels after fifteen payments in any one year.

No observation by the Board of Trade appears necessary, except that it is
most desirable that the piers in question should be completed as soon as
possible, and that all proper facilities should be given for the purpose.

Board of Trade,
March 1866.

T. H. Farrer.

RAILWAY AND CANAL, &c. BILLS.

[*Tyne Improvement Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
3 February 1866.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Watford and Edgware Junction Railway Bill.

It is proposed by this Bill to enable the Watford and Edgware Junction Objects.
Railway Company—

To make a Railway (length 2 miles $45\frac{1}{2}$ chains) from their authorised
line at Edgware to the authorised Extension to London of the Midland
Railway, at Hendon;

To raise further sums of 90,000 *l.* by new ordinary or preference shares,
and 30,000 *l.* by loan;

To enter into arrangements with the Great Northern and the Midland
Railway Companies, or either of them, with respect to the working and
traffic of the Railways of the Company.

Section 6. With respect to the proposed power to create preferential capital Observations.
for the purposes of the new Railway, it is to be observed that the Company have
not opened their original line.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Watford and Edgware Junction Railway
Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Buckley Railway (Docks, &c.) Bill.

It is proposed by this Bill—

Objects.

To confirm an agreement of 30 June 1860 (in a Schedule) which provides for the working of the Buckley Railway by the Wrexham, Mold and Connah's Quay Railway Company (in the Bill called the Wrexham Company) as from 1 July 1863, and entitles that Company to apply to Parliament to authorise a lease to them, or an amalgamation with their undertaking, of the undertaking of the Buckley Railway Company :

To enable the Wrexham Company—

To make Docks on the southern side of the River Dee, at Connah's Quay, a reservoir, a conduit, and river walls on both sides of the River Dee ;

To make two Railways (length 2 miles 19 chains) to connect a proposed branch of the Wrexham, Mold and Connah's Quay Railway, and the authorised line of the Buckley Railway, with the proposed Docks ;

To divert water into the proposed Docks from the River Dee and the Wepre Brook ;

The foregoing works to constitute a separate “Connah's Quay Docks Undertaking” of the Wrexham Company ;

To raise, as a separate “Connah's Quay Docks Capital,” 400,000 £, in 10 £. shares (divisible into preferred 6 per cent., and deferred half shares) and 133,300 £. by loan :

To authorise the Buckley Railway Company to subscribe 50,000 £. to the “Connah's Quay Docks” capital, and to raise that amount by shares, ordinary or preferential :

To provide for the appointment (if required by the Buckley Railway Company within 12 months) of a joint committee for the construction and management of the proposed works by the two Companies, as a joint undertaking :

To authorise the two Companies, or the Wrexham Company, with the consent of the Buckley Railway Company, to enter into arrangements with the London and North Western Railway Company, with respect to the construction, maintenance, and working of their respective Railways, Docks; and other Works, and of a joint station at Connah's Quay, and with respect to the traffic of those works.

Section 2. It is usual, and it seems desirable, besides the clauses of “The Companies Clauses Consolidation Act, 1845,” here mentioned, to incorporate the clauses of that Act, with respect to the general meetings of the Company,

Observations.

and the exercise of the right of voting by the shareholders, the making of dividends, and the giving of notices.

No ground appears in the Bill for the proposed provision, that the consent and approval of the Conservators of the River Dee to the intended works in that river, which would be necessary under the 12th Section of the "Harbours, Docks, and Piers Clauses Act, 1847," shall not be requisite, unless the Board of Trade require it.

Section 3. To give due effect to the incorporation of the general Acts, it would be proper to state that the words "harbour, docks, and pier," "work," and "railway" in the incorporated Acts and parts of Acts, shall include the docks, reservoir, river walls, and works connected therewith, as well as the Railways proposed in the Bill.

Section 4. The agreement sought to be confirmed by this section, provides for the working of the Buckley Railway by the Wrexham Company, and the Buckley Company are to be entitled to a 5 per cent. preference dividend, payable out of the gross receipts from the railways of both Companies. This arrangement seems to be in the nature of a guarantee of dividend by the Wrexham Company to the Buckley Railway Company. It is to be observed that the Wrexham Company have not yet opened their original line.

The Bill does not contain the provisions usual in such cases for saving the rights of third parties, for regulating the short distance charge, and for a decennial revision of the agreement by the Board of Trade.

With reference to the 19th and 20th Articles of the Agreement, it seems to be a question whether making the debenture interest and dividends of the Buckley Railway Company a first charge on the gross receipts of both Companies, will not affect the priority of any mortgages granted by the Wrexham Company.

With reference to Article 29 of the Agreement, which relates to application by the Wrexham Company to Parliament for an Act for a lease or amalgamation, it may deserve consideration whether it should not be made to appear distinctly in the Bill, whether confirmation of the Agreement by the Bill, will or will not in itself authorise the carrying into effect a lease or amalgamation. If it will, this Bill seems to be within the 161st Standing Order of the House of Commons.

Sections 5, 11, and 12. It would be more accurate, and it seems desirable, to add after "subject to the provisions of this Act," the words "and of the Acts and parts of Acts incorporated herewith."

Section 6, last paragraph. The proposed general power of "stopping up" roads, &c., permanently, would be inconsistent with the 16th section of "The Railways Clauses Consolidation Act, 1845," and with the practice of Parliament. The remainder of the paragraph seems to be rendered unnecessary by the 16th section of the General Act.

Sections 12 to 19. It seems to be a question whether the powers of dividing shares and regulating such division given by these clauses to "The Wrexham Company" should not be given to the separate shareholders of "The Connah's Quay Docks" capital, whose shares are to be divisible.

Section 28. The Bill does not propose to enable the mortgagees under this clause to obtain the appointment of a receiver.

Section 33. The periods allowed for the compulsory purchase of land and the completion of the works are usually limited to three and five years respectively.

Sections 39-43. In Section 40 it is provided "that the deposited plans shall be deemed to be approved by the Board of Trade." The object of this provision appears to be to deprive the Board of Trade of that opportunity of fully considering, before their execution is commenced, the plans, working drawings, &c., of the intended works in tidal waters, with reference to the interests of navigation, which the policy of Parliament has reserved to a public department, by the 17th Section of "The Railways Clauses Consolidation Act, 1845," and the 12th Section of "The Harbours, Docks, and Piers Clauses Act, 1847." No
ground

ground is alleged in the Bill for the obviously objectionable departure from the usual course of legislation.

With respect to the remaining provisions in Sections 39 to 42, it is to be observed that they would be advantageously omitted from the Bill, inasmuch as they purport to give to the Board of Trade certain powers which are adequately and more usefully given to that Board by the above-mentioned clauses of the General Acts of 1845 and 1847, and by Part I of "The Railways Clauses Act, 1863," incorporated with this Bill.

Section 45. See the observations on "Dimensions of Bridges," in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 26.

Section 62. The last proviso in this clause, that *in default* of the Company rendering certain services, any persons may employ their own agents, &c., would seem to have the effect of precluding the masters of ships and other persons interested in goods to be shipped or unshipped at the Docks, from employing the crews of the ships, if the Company will supply other persons for hire to render such services. This is unusual, and seems to be not desirable.

Section 67 provides that *thirty* days' notice of the cause of any suit or action against the Company shall be given to them before the proceeding is commenced. The grounds for this unusual provision seem to require explanation. In the case of a proceeding for an injunction against the Company, the delay might cause serious injury to the complainant.

Section 85. The Bill contains no provision for making applicable to the new capital of the Buckley Railway Company the provisions of The Companies Clauses Acts, 1845 and 1863, usually referred to.

Section 89. With respect to the proposed power to make agreements for the *construction* of the railways, &c., it is to be observed that the practice of Parliament is to leave the construction of works to the Company, who are authorised to purchase the land and raise money for the purpose.

Section 94. It would be proper to add to this Bill the usual clauses, reserving the operation of "The Merchant Shipping Act, 1854," and of Acts amending that Act, and of present and future general Acts relating to Harbours, Docks, Piers, or Quays, or to Shipping, or to goods carried in ships, or to lights, buoys or beacons, or to the rights, powers, and privileges of the general lighthouse authorities; and also reserving the revision under the authority of Parliament of the dues and charges authorised by this Bill, and of the limits of the dock-master's jurisdiction.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following Tidal Waters. instances, viz. :—

A dock or docks, with all necessary locks and other works and conveniences, situated between high and low water-mark, on the southern shore of the River Dee, communicating with that river by a lock and channel at a point on the Buckley Company's premises at Connah's Quay :

A reservoir (communicating with these docks by a culvert) situated at the mouth of the Wepre Brook :

An embankment on the southern shore of the River Dee, from a point on the present sea wall, east of the mouth of the Wepre Brook, to the Buckley Company's Quay, at Connah's Quay :

An embankment on the northern side of the Dee, from the River Dee Company's landing stage to the fifth groine on the existing sea wall :

Railway No. 1 crosses the Wepre Brook, and, entering the foreshore, terminates at a point 10 chains eastward of the Dentith's Chemical Works at Connah's Quay.

Such interferences render necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845;" "The Harbours Docks and Piers Clauses Act, 1847," and Sections 13 to 19, both inclusive ("Protection to Navigation"), of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate these enactments. See above, under Section 3, the requisite interpretation clause, to give due effect to those several enactments.

The plan of the proposed works of this Bill would bound the navigable channel of the Dee on either side, and thus diminish its breadth, and is, therefore, open to serious objection; for, disregarding the scheme that has been laid down by the river authority for the improvement and maintenance of the channel to the statutory depth, the promoters now propose considerably to reduce the dimensions, and thereby obstruct the passage of the tidal waters.

The promoters seem to have assumed the distance between the points of the opposite groines, or between the sea embankments and the opposite groines, as the effective breadth of the channel, ignoring the fact that although these may limit the low water-bed, they nevertheless admit the passage of at least double the breadth of water to pass over them as the tide rises.

In the recesses between the groines the deposit of silt takes place, leaving the navigable channel comparatively free from it; but this action would be destroyed by the works of the Bill, if carried out on the proposed lines, without taking into account the limits of deviation; while in front of their throttling walls a fresh foreshore would be formed to aggravate the evil.

Added to this contraction would be the interference of vessels lying at the quays and off them.

The Board of Trade would suggest that no encroachment on the channel should be permitted to narrow the high water limits to a less extent than now exists between Penllan Point (which is nearly abreast but lower than St. Mark's) and the nearest opposite angle of the stone causeway, a distance of about 726 feet. A curve drawn on the south side of the channel in accordance with such dimensions, would nearly pass through the longitudinal middle of the proposed upper dock, thus showing the injurious character of the works. As this part of the channel is much used for anchorage, no interference that is likely to injure it should be permitted.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[Buckley Railway (Docks, &c.) Bill.]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

15—CCLXXIV.

Under 1 oz.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

North Wales, Birkenhead, and Liverpool Railway Bill.

It is proposed by this Bill to incorporate “The North Wales, Birkenhead, and Liverpool Railway Company,” with a capital of 180,000 *l.* in 10 *l.* shares (divisible into preferred 6 per cent., and deferred half shares), and 60,000 *l.* by loan, and to empower them— Objects.

To make the following Railways, viz.:—

No. 1 (6 miles 9 chains), from the Chester and Holyhead Line of the London and North Western Railway in the township of Saltney, in the parish of Hawarden, to the Birkenhead Railway at the Ledsham Station;

No. 2 (75 chains), in the township of Saltney, to connect No. 1 with the Extension to the Buckley Railway, authorised in 1865, of the Wrexham, Mold, and Connah’s Quay Railway:

To run over the Birkenhead Railway between the intended junction at the Ledsham Station and Birkenhead, and to use the stations thereon;

To have traffic facilities from the Companies owning or working the Birkenhead Railway:

And to enter into arrangements with the Great Western and the London and North Western Railway Companies with respect to the working and traffic of the proposed Railways.

Sections 5 and 9. After “subject to the provisions of this Act,” should be added “and of the Acts and parts of Acts incorporated herewith.” Observations.

Sections 31 and 35. With respect to the limitation of *five* years for completion and of *six* miles as a “short distance,” it is to be observed that the total length of the proposed Railways is *seven* miles.

Section 43. See the Observations on “Running Powers” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 25.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz.:— Tidal Waters.

Railway No. 1 passes by a tunnel or covered way under the bed of the River Dee, below King’s Ferry.

Such interference renders necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of Sections 13 to 19, both inclusive ("Protection to Navigation"), of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate both of these enactments.

The crossing of the Dee by a tunnel is undoubtedly preferable to crossing over it by means of an opening bridge, because, when executed at a sufficient depth, a tunnel offers no obstruction to navigation, whereas such a bridge permanently interferes with the safety and convenience of shipping, and is at the same time hazardous to the railway traffic which passes over it.

If the tunnel could be executed by excavation under the bed of the river, from the land at the side, no interruption to navigation would be necessary; but, owing to the very loose character of the soil, which extends to a considerable depth, this process is scarcely practicable. It is stated that there is no solidity until a very considerable depth is attained, and in order to overcome this local difficulty, it may be necessary to dig a trench across the river deep enough to reach a firm foundation, and in this to build the tunnel, so that when covered in, the top shall be at a level which will permit the maintenance of the required depth in the channel over it. This mode of operation would have to be pursued, while preserving at the same time an uninterrupted passage for vessels; consequently, it must either be done in sections, leaving about half the present channel only available until the work is completed; or else the channel will have to be diverted while the tunnel is being laid across the permanent bed of the river.

Either of these projects, or others of a kindred character must necessarily involve some doubt as to their successful issue within a reasonable time, considering the depth of the very unstable material through which the work has to be carried; while the interruption and inconvenience to the navigation in a channel so limited, and where the rapid stream will perhaps be greatly accelerated by the contraction of its bed, must be considerable.

The width of the channel at the proposed point of crossing does not appear to admit of a temporary diversion during the interference with the permanent bed.

In either case, should the works be sanctioned, it will be necessary to guard against any construction that would remove the responsibility resting on the River Dee Company to maintain the statutory depth in the channel.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*North Wales, Birkenhead, and Liverpool
Railway Bill.*]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

15—CCLXXV.

Under 1 oz.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Wrexham, Mold and Connah's Quay and Hoylake Railways Bill.

It is proposed by this Bill to enable the Wrexham, Mold and Connah's Quay Railway Company— Objects.

To make the following Railways, viz.:

No. 1 (40 chains), and No. 2 (6 miles 20 chains), and No. 3 (8 miles), from a point near Shotton, in the parish of Hawarden (where a junction appears by the Plan to be intended with another proposed line of the Wrexham, Mold and Connah's Quay Railway Company, passing under the River Dee, and across a part of the Dee Estuary, and by the east of Neston, to a junction with the authorised line of the Hoylake Railway at a point north of Bedston, near Birkenhead:

To raise further sums of 550,000 *l.* by ordinary or preferential shares, and 183,600 *l.* by loan:

To attach a preference dividend to any unissued shares:

To divide any share in their capital into preferred and deferred half shares:

To run over the Hoylake Railway, and to use the stations thereon:

To enter into arrangements with the Hoylake Railway Company respecting the working and traffic of the proposed Railway.

It is also proposed by this Bill to enable the Hoylake Railway Company to subscribe 100,000 *l.* to the proposed new undertaking, and to raise that amount by new ordinary, or preference shares.

Section 2. It is usual, and it seems desirable to incorporate, besides the clauses of “The Companies Consolidation Act, 1845,” here mentioned, the provisions of that Act with respect to the general meetings of the Company, and the exercise of the right of voting by the shareholders, the making of dividends, and the giving of notices. These further provisions are proposed to be incorporated in Section 39 of this Bill with respect to the Hoylake Railway Company. Observations.

Section 4. After “subject to the provisions of this Act” should be added “and of the Acts and parts of Acts incorporated herewith.”

Section 5. With respect to the proposed creation of preference capital for the purpose of new works, it is to be observed that the Company have not yet opened their original line.

Section 6. The same observation may be made with respect to this clause, which enables the Company to attach a preference to any shares, not merely in their original capital, but also in the capital authorised to be raised for new works by the Company's Acts of 1864 and 1865.

It is not usual to give a Company, as here proposed, a general power of issuing, with a preference, unissued shares in their authorised capital, without setting forth in the Bill the present state of the Company's capital, issued and unissued,

unissued, so as to define the greatest amount of preference capital that may be created under the power.

Section 31. Reference may be made to the observations on "Dimensions of Bridges," in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 26.

Section 35. See the observations on "Running Powers" in the abovementioned General Report, page 25.

Section 39. With respect to the proposed power to the Hoylake Railway Company to create preference capital for the purpose of a subscription to the new undertaking, it is to be observed that the Hoylake Company have not opened their original line.

Sections 43 and 44. The power given to the Hoylake Railway Company to raise fresh capital seems to render it proper to extend these clauses to that Company.

Interference with Tidal Waters.

Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz. :—

Railway No. 2 passes under the bed of the River Dee, by a tunnel 320 yards long, above the mouth of the Wepre Brook; and, entering the foreshore on the Cheshire side, close to the commencement of the northern guide wall, opposite to Connah's Quay, runs across the foreshore to the salt marshes near Burton, and again skirts the foreshore between Burton Point and Denhall House.

Such interference, if sanctioned, would render necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of Sections 13 to 19, both inclusive ("Protection to Navigation"), of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate both of these enactments.

The crossing under the Dee by means of a tunnel, is undoubtedly preferable to crossing over it by means of an opening bridge, because when executed at a sufficient depth, a tunnel offers no obstruction to navigation, whereas such a bridge permanently interferes with the safety and convenience of shipping, and is at the same time hazardous to the railway traffic which passes over it.

If the tunnel could be executed by excavation under the bed of the river, from the land at the side, no interruption to navigation would be necessary; but owing to the very loose character of the soil which extends to a considerable depth, this process is scarcely practicable. It is stated that there is no solidity until a very considerable depth is attained; and in order to overcome this local difficulty, it may be necessary to dig a trench across the river deep enough to reach a firm foundation, and in this to build the tunnel, so that when covered in, the top shall be at a level which will permit the maintenance of the required depth in the channel over it.

This mode of operation would have to be pursued, while preserving at the same time an uninterrupted passage for vessels; consequently, it must either be done in sections, leaving about half the present channel only available until the work is completed, or else the channel will have to be diverted, while the tunnel is being laid across the permanent bed of the river.

Either of these operations, or others of a kindred character, must necessarily involve some doubt as to their successful issue within a reasonable time, considering the depth of the very unstable material through which the work has to be carried; while the interruption and inconvenience to the navigation in a channel so limited, and where the rapid stream will perhaps be greatly accelerated by the contraction of its bed, must be considerable.

It is true that the site of the proposed crossing of the Dee in this Bill, is at that part of the river which, from its expansion, would admit of a temporary diversion

diversion during the interference with the permanent bed, an arrangement which could not be adopted at the point of crossing proposed by the "North Wales, Birkenhead, and Liverpool" Bill of this Session.

In either case should the works be sanctioned, it will be necessary to guard against any construction that would remove the responsibility resting on the River Dee Company to maintain the statutory depth in the channel.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Wrexham, Mold and Connah's Quay and Holy-
lake Railways Bill.*]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

15—CCLXXVI.

Under 1 os.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Carmarthen and Cardigan Railway Bill.

It is proposed by this Bill—

To incorporate the Shareholders in the Kidwelly Undertaking of the Carmarthen and Cardigan Railway Company, authorised by that Company's “Kidwelly Branch Act, 1864,” and “Kidwelly Extension Act, 1865,” as “The Gwendraeth Valleys Railway Company,” with a Capital of 170,000 £. in 10 £. shares, which may be divided into preferred and deferred half shares, and 56,600 £. by loan :

To vest in the new Company the Kidwelly Undertaking, and the powers and liabilities in respect thereof of the Carmarthen and Cardigan Railway Company.

Section 5 and 10. It would be more accurate, and it seems desirable, to add, after “subject to the provisions of this Act,” and after “conferred on the Carmarthen &c. Company by the said Acts,” the words “and the Acts and parts of Acts incorporated therewith.” Observations.

Sections 7 and 18. It may deserve consideration whether the powers of raising money by share and loan contained in the Acts of 1864 and 1865, should not be expressly repealed.

It may be matter for inquiry whether, under the Act of 1864, any mortgages have been created of the general undertaking, including the Kidwelly Undertaking; in which case further special provision in this Bill in respect of such mortgages might be proper.

As this Bill is for the transfer of a Railway Undertaking, from an existing Company to a new Company, it may deserve consideration whether there should not be inserted in it clauses similar to Section 46 (Contracts for land entered into by dissolved Company to be executed), Section 47 (Application of money paid into the bank by trustees) and Section 55 (General saving of rights and claims) of “The Railways Clauses Act, 1863.”

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Carmarthen and Cardigan Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

City, Kingston, and Richmond Railway Bill.

It is proposed by this Bill to incorporate “ The City, Kingston, and Richmond Railway Company,” with a capital of 550,000 *l.* in 10 *l.* shares, and 183,300 *l.* by loan ; and with powers—

To make Railways, in six divisions, of the aggregate length of 13 miles 1 chain, from two points in the parishes of Streatham and Clapham, where the line appears to be intended to be connected with the proposed London, Chatham, and Dover and South Eastern (Kennington, Clapham and Brixton Railway at Balham Hill, passing by Tooting, Merton, Morden, Malden, and Kingston, to Petersham ; with branches to the Croydon and Balham Hill Line of the London, Brighton, and South Coast Railway at Balham, and to the Wimbledon, Epsom, and Leatherhead Line of the London and South Western Railway at Malden :

To run over a portion of the Croydon and Balham Hill Line of the London, Brighton, and South Coast Railway, and a portion of the Wimbledon, Epsom, and Leatherhead Branch of the London and South Western Railway, and to use the stations of those Railways at Streatham Common and Worcester Park, respectively :

To have traffic facilities by through booking and otherwise from the London and South Western, and the London, Brighton and South Coast Railway Companies :

To enter into arrangements with the South Eastern Railway Company, with respect to the working and traffic of the intended Railways ; and with the Corporation of Kingston, with respect to the sale, lease or appropriation of land.

Sections 34 and 48. The proposed *six* mile short distance appears to exceed that usually allowed. Observations.

Section 42. See observations on “ Running Powers,” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 25.

Section 48. See above, under Section 34.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*City, Kingston, and Richmond Railway Bill.*]

FURTHER REPORT of the Board of Trade
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Kingsbridge Railway Bill.

It is proposed by this Bill, as limited by a Resolution of the House of Commons, to enable the Kingsbridge Railway Company— Objects.

To make the following Deviation Lines, viz. (No. 1), (3 miles 30 chains) between West Alvington and Loddieswell, and (No. 2), (2 miles 16 chains), wholly in the parish of South Brent:

To raise further sums of 200,000 *l.* by shares, and 66,600 *l.* by loan:

To divide any shares in their capital, from time to time, into preferred (5 per cent.) and deferred half shares:

To carry their authorised line across a road by a level crossing, not previously authorised:

And to enter into arrangements with the South Devon Railway Company, with respect to the working of the proposed deviations and the traffic of the Railways of the contracting Companies.

Section 2. It is usual, and it seems desirable, to incorporate besides the clauses of “The Companies Clauses Consolidation Act, 1845,” here mentioned, the clauses of that Act with respect to the general meetings of the Company, and the exercise of the right of voting by the shareholders, the making of dividends, and the giving of notices. Observations.

Sections 4 and 8. After “subject to the provisions of this Act,” it would be more accurate to add, “and of the Acts and parts of Acts incorporated herewith.”

Section 17. It is the practice of Parliament to make the exercise of borrowing powers dependent on the previous payment of one-half of the capital, and not, as here proposed, of one-fourth only.

Sections 26 and 27. With respect to the periods of three and five years, for compulsory purchase and completion respectively, it is to be observed that the proposed railways are deviations under six miles in length, and that the time proposed for completion may in effect postpone the opening of the original line from the 29th of July 1869 until 1871. If this is sanctioned, it would seem desirable to state definitely the effect which such postponement is to have on the security under section 28 of “The Kingsbridge Railway Act, 1864.”

Section 30. With respect to these numerous departures from the width required by “The Lands Clauses Consolidation Act, 1845,” see the Observations on “Dimensions of Bridges” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 26.

Interference With Tidal Waters.

Tidal Waters.

Interference with tidal waters was proposed by this scheme in respect of the new Railway.

As that Railway is not to be authorised, the Board of Trade has no observations to make on this subject.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Kingsbridge Railway Bill.*]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

15—CCLXXIX.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Laugharne Railway Bill.

Objects.

It is proposed by this Bill to incorporate “The Laugharne Railway Company,” with a capital of 42,000*l.* in 10*l.* shares, and 14,000*l.* by loan, and to empower them—

To make a Railway (5 miles 39 chains) from a junction with the South Wales Line of the Great Western Railway, at the St. Clears Station, to Laugharne, in the county of Carmarthen:

To purchase (by agreement) and reclaim the slob or mudlands of Laugharne:

And to enter into agreements with the Great Western Railway Company respecting the working of the proposed Railway, and the traffic of the Railways of the contracting Companies.

Observations,

Section 5. It would be more accurate to add “and of the Acts or part of Acts incorporated herewith,” after “Subject to the provisions of this Act.”

Section 10. This power of cancelling shares is usually given to a Company by incorporating with the Bill Part I. of “The Companies Clauses Act, 1863.”

Section 39. With respect to the “short distance” of four miles, in respect of traffic passing partly over one, and partly over the other line, it is to be observed that the “short distance” proposed by the Bill for the Laugharne Railway is *three* miles.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following Tidal Waters. instances, viz.:—

The Railway crosses the Gynyn Stream by two arches, each of 10 feet span and 4 feet headway, 6 furlongs from its commencement, and the river Tavi, just below the bridge at St. Clears, on one arch 80 feet wide and 15 feet above high-water mark, and two arches 20 feet wide and with the same headway. It skirts the western shore of the Tavi and crosses the inlet of the Estuary on which the town of Laugharne is situated, with a bridge of one arch 12 feet wide and 3 feet above high-water mark, over the stream which runs from that town to the Tavi.

Such interference renders necessary the incorporation in the Bill of “The Railways Clauses Consolidation Act, 1845,” and of Sections 13 to 19, both inclusive (“Protection to Navigation”), of “The Railways Clauses Act, 1863.”

The Bill proposes to incorporate both these enactments.

The crossing of the bay in which the town of Laugarne is situate, and from which access to the sea will virtually be cut off, seems to be objectionable as regards the interests of that town, while the object in making the Railway terminate as it does, is not apparent. It seems at all events to be for consideration whether the viaduct should not be an open one, giving access to the town at all times when the tide will admit it.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[Laugarne Railway Bill.]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

15—CCLXXX

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon
the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS,
DOCKS, and TIDAL WATERS, of this Session.”

London and North Western and Cockermouth and Workington Railway Companies Bill.

It is proposed by this Bill to effect an amalgamation of the Cockermouth and Workington Railway Company with the London and North Western Railway Company, as from the 1st of July 1865, by dissolving the former Company and vesting their Undertaking in the latter Company, subject to the mortgage debt of 43,000 *l*. Objects.

The proprietors of the Cockermouth and Workington preference shares (29,000 *l*.), and ordinary shares (100,000 *l*.), are to become proprietors of like amounts of “London and North Western (Cockermouth and Workington) Railway Stock,” with a guaranteed dividend, in the case of the preference shares, equal to the present dividend, and in the case of the ordinary shares, rising from 7 per cent. to 10 per cent., after the 31st December 1868.

It is also proposed by the Bill to extend the time for the compulsory purchase of certain lands in Camerton and Brigham, for the widening of the Railway, under “The Cockermouth and Workington Railway Act, 1863.”

Reference may be made to the observations on “Amalgamation, Sale, and Lease” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 24. Observations.

Section 10. With respect to the proposed guarantee of dividends, it is to be observed that the Bill does not contain the usual clause saving the priority of existing guarantees and preferences granted by the London and North Western Railway Company.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*London and North Western and Cockerhouth
and Worthington Railway Companies Bill.*]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

London, Chatham, and Dover, and South Eastern (Bromley, Farnborough, and West Wickham) Railways Bill.

It is proposed by this Bill—

To enable the London, Chatham, and Dover, and the South Eastern Railway Companies—

To construct and use jointly the several Railways described in Section 5 of the Bill, of an aggregate length of 9 miles 2 chains, from the South Eastern Railway (Dartford and Tunbridge Line), in the parish of Lee, and from the London, Chatham, and Dover Railway, at Bromley, to West Wickham and Farnborough, under the management of a Joint Board, consisting of three Directors of each of the two Companies:

To raise a distinct capital of 300,000 *l.* by “Bromley, Farnborough, and West Wickham Extension Shares,” of 10 *l.* each, divisible into preferred and deferred half shares, and 100,000 *l.* by loan:

To contract with each other with respect to the working and traffic of the proposed Railways, and the interests of the two Companies therein, and with respect to the use of their Metropolitan Stations.

Sections 5, 9, and 16. It would be more accurate, and it seems desirable, to add after “subject to the provisions of this Act” the words “and of the Acts and parts of Acts incorporated herewith.” Observations.

Section 8. It is to be observed, that the holders of the “Bromley, Farnborough, and West Wickham Extension Shares” are not constituted into a Company, neither is it provided that they shall be shareholders in either of the two existing Companies.

Section 39. This clause provides that the auditors for the new undertaking shall be appointed by the Boards of Directors of the two existing Companies; the result of which is that the shareholders in the new undertaking will neither elect auditors, nor have a voice in the election of the Directors, by whom the auditors will be nominated.

Section 46. The proposed *six* mile “short distance” appears to exceed that usually allowed in similar cases.

Sections 54 and 57. It seems proper to insert the provision respecting a short-distance charge, which is usual where traffic is conveyed partly over one line and partly over another.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*London, Chatham, and Dover, and South
Eastern (Bromley, Farnborough, and West
Wickham) Railways Bill.*]

FURTHER REPORT of the BOARD of TRADE, on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and
TIDAL WATERS, of this Session.”

Louth and Lincoln Railway Bill.

It is proposed by this Bill to incorporate the Louth and Lincoln Railway Company, with a capital of 250,000*l.* in 10*l.* shares, and 83,000*l.* on loan, and to empower them—

To make a Railway (20 miles 72 chains) from the East Lincolnshire Railway at Louth, passing by Wragby, to the Loop Line of the Great Northern Railway near the Five Mile House Station :

To run over the portion of the Loop Line of the Great Northern Railway between the Five Mile House and the Lincoln Stations, and over the portion of the East Lincolnshire Railway which lies northward of the proposed Junction at Louth ; and to use the Lincoln and other Stations on those portions of Railways :

To enter into arrangements with the Great Northern, the Midland, and the Manchester, Sheffield, and Lincolnshire Railway Companies, or any of them, with respect to the working of the proposed Railway and the traffic of the Railways of the contracting Companies.

Section 5. After “ subject to the provisions of this Act,” should be added, Observations.
“ and of the Acts and parts of Acts incorporated herewith.”

Section 34. See the observations on “ Running Powers,” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 25.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Louth and Lincoln Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
in compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“THAT the BOARD OF TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Salisbury and Dorset Junction Railway Bill.

It is proposed by this Bill to enable the Salisbury and Dorset Junction Railway Company— Objects.

To make two new Railways (No. 1), 13 miles 13 chains in length, from the Company's authorised line at Downton to the Southampton and Dorchester Branch of the London and South Western Railway, near Redbridge ; (No. 2), 3 miles 75 chains in length, from the Company's authorised line at West Parley to the Ringwood and Christchurch Railway at Ringwood :

To raise further sums of 210,000*l.* by shares, and 70,000*l.* by loan :

To run over portions of the London and South Western Railway between West Parley and Wimborne and Poole, between Redbridge and Southampton, and between Alderbury and Salisbury, and to use the stations at Wimborne, Poole, Southampton, and Salisbury, and also all other stations on those lines :

To have traffic facilities by through-booking and carriages, and otherwise, from the London and South Western Railway Company :

And to enter into traffic arrangements with the London and South Western, the Ringwood, Christchurch, and Bournemouth, the Poole and Bournemouth, the Wiltshire, the North and South Wiltshire, the Wilts and Gloucestershire, the Stonehouse and Nailsworth, the Severn Junction, the South Wales and Great Western Direct, and the Midland Railway Companies, or any of them.

Section 2. It is usual, and it seems desirable, besides the clauses of “The Companies Clauses Consolidation Act, 1845,” here referred to, to incorporate the clauses with respect to the general meetings of the Company, and the exercise of the right of voting by the shareholders, and the giving of notices. Observations.

Section 4. It would be more accurate, and it seems desirable, to add, after “subject to the provisions of this Act,” the words “and of the Acts and parts of Acts incorporated herewith.”

Section 23. *See* the Observations on “Running Powers” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 25.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Salisbury and Dorset Junction Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS’ and TIDAL WATERS, of this Session.”

Shrewsbury and North Wales Railway (Meifod Valley Extension, &c.) Bill.

It is proposed by this Bill—

Objects.

To enable the Shrewsbury and North Wales Railway Company—

To make an Extension Railway (No. 1) 14 miles 1 chain in length, from the Company’s authorised Line at Llanymenech to Llanfair; and a branch at Llanymynech, 25 chains in length, from the Company’s authorised Line, where it is crossed by the Llanfyllin Branch of the Cambrian Railway to the Shropshire Union Canal; and three Deviations, of an aggregate length of 1 mile 25 chains, in the Company’s authorised lines at Meole Brace, Llan-y-Bloddwell and Llanymynech:

To alter a curve authorised by “The Company’s (New Lines) Act, 1864:”

To divert a road at Alberbury and cross on the level certain roads at Molverley, which the Company were not authorised to divert or cross on the level by their Shrewsbury Act of 1864:

To acquire additional land in the parish of Ford:

To raise additional sums of 200,000 *l.* by shares, as ordinary or preferential, and 66,000 *l.* by loan:

To convert the preference shares issued under the Company’s Act of 1865,” into ordinary shares, with the consent of the holders:

To extend the time for the compulsory purchase of certain lands from 13th of July 1866 until 1867:

To authorise the Drayton Junction Railway Company to run over the Railways of the Company, and to use their stations, &c.

Section 2. It is usual, and it seems desirable, besides the clauses of “The Companies Clauses Consolidation Act, 1845,” here referred to, to incorporate the clauses with respect to the general meetings of the Company, and the exercise of the right of voting by the shareholders and the giving of notices. Observations.

Section 10. The Bill does not propose to enable the mortgagees under this clause to obtain the appointment of a receiver.

Section 18. It may be observed that this clause, by allowing five years for the completion of the Railway, including the deviations, may practically postpone the opening of the lines authorised in 1863 from the 13th of July 1867, and of the lines authorised by “The West Shropshire Mineral Railway (New Lines) Act, 1864,” from the 30th June 1869 until 1871.

If this is sanctioned it would seem desirable to state the effect which such postponement is to have on the security under Section 33 of "The West Shropshire Mineral Railway Act, 1863," and Section 23 of "The West Shropshire Mineral Railway (New Lines) Act, 1864."

Sections 22, 23. Reference may be made to the observations on "Dimensions of Bridges" in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 26.

Section 29. See the observations on "Running Powers" in the above-mentioned General Report, page 25.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Shrewsbury and North Wales Railway
(Meifod Valley Extension, &c.) Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL Bills, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 March 1866.*

FURTHER REPORT from the Board of Trade,
in compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Solway Junction Railway (Branches) Bill.

It is proposed by this Bill to enable the Solway Junction Railway Objects.
Company—

To make a Railway (12 miles 27 chains) from their authorised line at Bromfield to the Whitehaven Junction Railway at Flimby, south of Maryport :

To raise further sums of 120,000 *l.* by new ordinary or preferential shares, and 40,000 *l.* by loan :

To run over the lines of the Whitehaven Junction, and the Maryport and Carlisle Railway Companies, and to use the stations on those lines.

Section 2. It is usual, and it seems desirable, besides the clauses of “The Observations. Companies Clauses Consolidation Act, 1845,” here mentioned, to incorporate also the clauses with respect to the general meetings of the Company, and the exercise of the right of voting by the shareholders, and the making of dividends.

Section 4. It would be more accurate, and it seems desirable, to add after “subject to the provisions of this Act,” the words “and of the Acts and parts of Acts incorporated herewith.”

Section 5. With reference to the proposed power to raise money by preference shares for the purpose of new works, it is to be observed that the Company have not yet opened their original line.

Section 19. Reference may be made to the observations on “Running Powers,” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 25.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Soleway Junction Railway (Branches) Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

South Yorkshire Railway Bill.

It is proposed by this Bill to enable the South Yorkshire Railway and River Objects.
Dun Company—

To make deviations and improvements, 6 miles 40 chains in length, in their existing Railway, between Maud's Bridge, near Thorne and Keadby Common Bridge, in Lincolnshire :

To raise further sums of 150,000 *l.* by new ordinary or preference shares (with a dividend guaranteed by the Manchester, Sheffield, and Lincolnshire, according to the Act 27 & 28 Vict. c. 19, s. 3), and 50,000 *l.* by loan :

And to abandon the use of their existing Railway between a point in Bentley-with-Arksey township and Maud's Bridge, near Thorne, and also of such portions of the Line between Maud's Bridge and Keadby, as will be rendered unnecessary by the proposed deviations.

Section 2. It is usual, and it seems desirable, to incorporate, besides the clauses of “The Companies Clauses Consolidation Act, 1845,” here referred to, the clauses of that Act with respect to the general meetings of the Company, and the exercise of the right of voting by the shareholders, the making of dividends, and the giving of notices. Observations.

Section 11. The Bill does not propose to authorise the mortgagees under this clause to obtain the appointment of a receiver.

Section 16. With respect to the term of *five* years for the completion of the Railway, it is to be observed that the total length of Railway proposed to be dealt with is under *seven* miles.

Section 21. The Lines here proposed to be abandoned are existing Lines ; but the Bill does not contain the usual provisions for securing compensation to adjoining owners or road trustees, in lieu of the maintenance of accommodation works and bridges corresponding to Sections 21 and 22 of “The Abandonment of Railways Act, 1850.”

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*South Yorkshire Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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Sutherland Railway Bill.

It is proposed by this Bill—

To enable the Sutherland Railway Company, incorporated in 1865,—

Objects.

To make a Deviation (5 miles 68 chains) in their authorised Railway in the parish of Golspie, to be completed in six years from the passing of this Bill:

To cross on the level three roads on their authorised Railway, in the parishes of Golspie, Lairg and Rogart:

To raise further sums of 30,000 *l.* by new ordinary or preference shares, and 10,000 *l.* by loan:

To extend the time for the compulsory purchase of lands on the last two miles of their authorised line near Brora, from the 29th of June 1869 until 1871, and for the completion of the same part of the line from the 29th of June 1870 until 1872.

Section 5. After “subject to the provisions of this Act” should be added, Observations.
“and of the Acts and parts of Acts incorporated herewith.”

Sections 18 and 20. The proposed extension of time renders necessary the incorporation of Part II. (relating to Extension of Time) of “The Railways Clauses Act, 1863.”

The proposed periods of five years and six years appear to exceed those usually allowed for such purposes. To allow six years for the deviation may have the effect of postponing the opening of other parts of the Railway, notwithstanding the limitation of five years in respect of those parts.

It seems desirable to explain the effect which any extension of time may have on the security for completion provided by the Sutherland Railway Act, 1865.

Section 22. See the observations on “Dimensions of Bridges” in the general Report of the Board of Trade on the Railway, &c. Bills of this Session, page 26.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following Tidal Waters.
instances, viz. :—

The limits of deviation of the proposed line skirt the sea shore between Dunrobin Castle and Strathsteven.

Such interference renders necessary the incorporation in the Bill of Sections 16 (“Access to Shore”) and 17 (“Prohibition of deviation without consent of Board of Trade”) of “The Railways Clauses Act, 1863.”

The Bill proposes to incorporate these enactments.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Sutherland Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

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Swansea Union Railway Bill.

IT is proposed by this Bill to incorporate the Swansea Union Railway Company, with a capital of 148,500 £, in 10 £ shares, and 49,500 £ on loan, and to empower them— Objects.

To make a Railway (No. 1) 8 miles 17 chains, from the Western Pier, near the South Dock, at Swansea, to the Swansea Vale Railway, near the Glais Station ; and a Branch (No. 2.) 14 chains, to connect (No. 1.) with the Swansea Line of the Llanelly Railway and Dock Company in Swansea :

To enter into arrangements with the Great Western, the Vale of Neath, the Swansea Vale, and the Neath and Brecon Railway Companies, the Llanelly Railway and Dock Company, the Swansea Harbour Trustees, and the Oystermouth Railway or Tramroad Company, or any of them, with respect to the working and traffic of the railways of the contracting parties :

To run over the portion of the Swansea Vale Railway between the intended junction therewith, and the Swansea Vale and Neath and Brecon Junction Railway at Ynis-y-geinon Station, over the Swansea Harbour and the Vale of Neath Railways, and over the portion of the Llanelly Railway and Dock Company's line between the intended junction and the terminal station thereof at the South Dock, Swansea :

To have traffic facilities from the Companies owning or working the above-mentioned Railways and portions of Railways.

Section 5. It would be more accurate to add, after “ subject to the provisions of this Act,” the words “ and of the Acts and parts of Acts incorporated herewith.” Observations.

Section 23. Reference may be made to the Observations on “ Dimensions of Bridges,” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 26.

Section 38. See the Observations on “ Running Powers” in the above-mentioned General Report, page 25.

Interference with Tidal Waters.

Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz. :

Railway No. 1 skirts the foreshore of Swansea Bay, from the commencement of the West Pier of the South Dock to the Infirmary, where it enters the foreshore, which it crosses, to a point opposite the Trafalgar Hotel at St. Helen's Station, on the Oystermouth Railway.

Such interference renders necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of Sections 13 to 19, both inclusive ("Protection to Navigation"), of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate both of these enactments.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Swansea Union Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

15—CCLXXXIX.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Waterford, New Ross, and Wexford Junction Railway Bill.

It is proposed by this Bill to incorporate “The Waterford, New Ross, and Wexford Junction Railway Company,” with a capital of 330,000 *l.* in 10 *l.* shares, and 110,000 *l.* on loan, and to empower them—

To make the following Railways, viz. :—

No. 1 (13 miles 8 chains), from the north side of the River Suir, opposite the city of Waterford, to Rosbercon on the west side of the River Barrow, opposite New Ross;

No. 2 (6 miles 22 chains), from the termination of No. 1, at Rosbercon, to the Bagenalstown and Wexford Railway, near the Ballywilliam Station; with a Junction Line, No. 3 (13 chains), wholly in the townland of Gobbenstown, to connect No. 2 and No. 4;

Nos. 4 and 5 (14 miles 16 chains), from a junction with the Bagenalstown and Wexford Railway, near the Ballywilliam Station, to a double junction with the authorised Dublin, Wicklow, and Wexford Railway at Ballyhoge:

To purchase from the assignees in bankruptcy of the Bagenalstown and Wexford Railway Company the undertaking of that Company:

To issue a Five per Cent. Debenture Stock:

To enter into arrangements with the Great Southern and Western, the Waterford and Limerick, and the Dublin, Wicklow, and Wexford Railway Companies, or any of them, respecting the working of the new or purchased railways, and the traffic of the contracting Companies.

Sections 33-44. It seems desirable that it should more distinctly appear whether these toll clauses apply to the new Railways only, or to the Bagenalstown and Wexford Railway also: and whether two short distance charges can be made for traffic conveyed over both of them. Observations.

Section 51. It may deserve consideration whether this clause should not be made to apply to the purchased Railways, as well as to the new Railways, by reading “by this *or the recited* Act authorised.”

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz. :— Tidal Waters.

Railway No. 1 commences near the village of Ferrybank, and crosses a tidal stream near the village of Bearstown.

Railway No. 2 crosses the River Barrow above New Ross on two arches of forty feet span, forming a swivel bridge, and three arches each of 100 feet span, with a headway of twelve feet ; and a tidal stream joining the Barrow above New Ross by one arch twenty feet span and sixteen feet high.

Such interference renders necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of Sections 13 to 19, both inclusive ("Protection to Navigation"), of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate both of these enactments.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Waterford, New Ross, and Wexford Junction
Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
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RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Wensum Valley Railway Bill.

It is proposed by this Bill to enable the Wensum Valley Railway Company— Objects.

To make a deviation (47 chains) wholly in the city of Norwich, in their authorised line, terminating by a junction with the Ipswich and Norwich line of the Great Eastern Railway :

To divide the shares in their authorised capital into Preferred (6 per cent.) and Deferred Half Shares :

To run over the following portions of the Great Eastern Railway, viz., over the portion between the junction therewith of the proposed deviation and the Victoria Station at Norwich ; over the portion between the junction of the Wensum Valley Line near East Dereham and Lynn, and between the same junction and the junction therewith of the Lynn and Sutton Bridge Railway at Lynn, and over the Lynn Harbour Branch ; and to use the Victoria station at Norwich, and the Lynn and other stations on the above lines :

To enter into arrangements with the Midland, the Great Northern, the Lynn and Sutton Bridge, the Norwich and Spalding, the Peterborough, Wisbeach and Sutton, and the Spalding and Bourn Railway Companies.

It is also proposed by this Bill to annul certain heads of arrangement between the promoters of the Company and the Great Eastern Railway Company, relating to the working of the Wensum Valley Line, which were scheduled to and confirmed by “ The Wensum Valley Railway Act, 1864,” and to repeal the sections of that Act which contained such confirmation.

Sections 4 and 5. It would be more accurate, and it seems desirable, after Observations.
“ Subject to the provisions of this Act,” to add, “ and of the Acts and parts of Acts incorporated herewith.”

Section 18. With respect to the period of five years for completion, it is to be observed that the Railway authorised by this Bill is a deviation (half a mile in length) from the authorised line, and that to allow such a term may practically postpone the completion of the authorised line from the 14th of July 1869 until 1871.

Section 23. See the Observations on “ Running Powers” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 25.

Section 32. The words “ or the recited ” should be inserted between “ by this ” and “ Act authorised,” in each case.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[Wensum Valley Railway Bill.]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

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RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
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Ardmore Harbour Bill.

THIS Bill proposes—

Objects.

To incorporate “The Ardmore Harbour Company,” with a capital of 105,000 *l.* in 10 *l.* shares, and 35,000 *l.* by loan ; with power to make a Harbour at Ardmore, on the Firth of Clyde, in five years ; to remove obstructions to navigation, and to lay down buoys and moorings, in Ardmore Bay ; to make bye-laws as to the disposal of ballast ; and to take rates on vessels using the Harbour, and on passengers, goods, and animals landed and shipped, and for crannage and warehousing.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following Tidal Waters. instances, viz :—

The construction of a Harbour, with piers, jetties, wharves, docks, and other necessary works, commencing at or near the south-west side of the Glasgow, Dumbarton, and Helensburgh Railway, and terminating south-westward in the Bay of Ardmore or Firth of Clyde, at a distance of about 1,000 yards from the commencement.

Such interference renders necessary the incorporation in the Bill of “The Harbours, Docks, and Piers Clauses Act, 1847,” and of Sections 13 to 19, both inclusive (“Protection to Navigation”), of “The Railways Clauses Act, 1863.” And the Bill should state, that in construing those sections of the last-mentioned Act, the words “Work” and “Railway” shall be taken to mean the Harbour and Works authorised by this Bill.

The Bill proposes to incorporate only the first of these enactments.

The mouth of the proposed Harbour lies open to a fetch of about seven miles, which would send in a rough sea during north-west gales. Half of the space within the piers is dry at low water, and the remainder very shallow. Vessels would, therefore, be exposed to risk and danger during on-shore gales.

The scheme seems only suited for temporary landing, and scarcely deserves its title, *Ardmore Harbour*.

Board of Trade,
March 1866.

T. H. Farrer.

RAILWAY AND CANAL, &c. BILLS.

[*Ardmore Harbour Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL Bills, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

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RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
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Ayr Harbour Bill.

It is proposed by this Bill—

To confirm an agreement (scheduled to the Bill) between the Trustees for maintaining, &c., the Harbour of Ayr (under 18 & 19 Vict., c. 119) and The Glasgow and South Western Railway Company (the objects of which are carried out by the Bill):

To incorporate the above-named Trustees as “The Ayr Harbour Trustees,” and to authorise them—

To borrow a further sum of 100,000 £., in addition to their authorised mortgage debt of 25,000 £., and a loan of 10,000 £. from the Railway Company:

To take from a bank credit on a cash account, for any amount which will not make their whole debt exceed 135,000 £.:

To construct a Wet Dock and Breakwater in connection with the River or Harbour of Ayr:

To lease for three years the rates authorised to be taken for such Wet Dock:

To pay a composition of 30 £. per annum to the Magistrates and Town Council of Ayr (subject to determination in certain events) in lieu of the petty customs at present levied by that body on animals and goods exported from the harbour:

And to control the making by the Railway Company of the Railways authorised by the Bill.

To authorise the Glasgow and South Western Railway Company—

To lend to the Ayr Harbour Trustees 10,000 £., and to raise that sum and 7,000 £. for the Railways (making 17,000 £.) by new ordinary or preference shares:

To appoint one of the Ayr Harbour Trustees:

And to make, on land purchased by the Trustees, four Railways (66 chains), to connect their authorised Railway at York-street, Newton-upon-Ayr, with the Harbour of Ayr and the proposed Wet Dock.

Section 3. This clause exempts the Trustees from the provisions of “The Harbours, Docks, and Piers Clauses Act, 1847,” respecting (Sections 14 and 15), the construction of works for the accommodation of the officers of Customs (Sections 25 and 26), the rates not to be taken until the works are completed, and (Section 50), an annual account to be prepared and submitted to the Sheriff. There is no apparent reason for these exemptions. Observations.

Section 4. With respect to the interpretation of “Works” and “Railway,” see the end of this Report.

Section 5. Section 84 of “The Commissioners Clauses Act, 1847” (here excepted), provides for the payment of the mortgages by means of a sinking fund. It will be a question for the Committee whether a public body should be allowed to borrow on the rates without making provision for the payment of the debt by setting aside an annual amount as a sinking fund.

Section 9. It may be a question whether the maximum rate of interest on this loan should not be specified.

Section 13. It may be observed that the contribution to the Dock by the Railway Company is a loan which may be at any time called in by the Railway Company. It may therefore deserve consideration whether this power given to the Railway Company of appointing a Trustee should not be made to determine on the repayment of the loan.

Sections 17, 18, 22 and 30. It would be more accurate, and it seems desirable, to add, after "Subject to the provisions of this Act," in each of these clauses, "and of the Acts and parts of Acts incorporated herewith."

Sections 19, 20, and 21. These clauses might with advantage be omitted, as they do not exactly correspond to the clauses on the same subject, in "The Harbours, Docks and Piers Clauses Act, 1847," and "Railways Clauses Act, 1863" (Part I.) respectively, which are incorporated in the Bill.

Section 24. This power of deviation should be made "Subject to the provisions of 'The Harbours, Docks and Piers Clauses Act, 1847,'" so as to reserve to the Board of Trade the power of approving deviations which is given them by that Act.

Section 26. *Three*, not *Five*, years, as here proposed, is the term usually allowed for the compulsory purchase of lands.

The Bill limits no time for the completion of the Dock or of the Railways, and provides no security for the completion of the Railways.

Sections 29 and 30. It seems desirable to insert the provision usual in the case when a Railway is under the control of the owners of a pier and dock, for securing equality of treatment to those who use the dock and not the Railway, and *vice versâ*.

Section 38. It would be in accordance with the practice of Parliament to add a clause reserving the operation of "The Merchant Shipping Act, 1854," and of Acts amending that Act, and of present and future general Acts relating to shipping or goods carried in ships, or to lights, buoys and beacons, and of the rights, powers and privileges of the general lighthouse authorities, and of the revision under the authority of Parliament of the rates and charges authorised by this or the recited Act.

Interference with Tidal Waters.

Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz. :—

The construction of a Wet Dock and Breakwater, with Lines and Railway thereon, on certain lands lying between high and low water marks on the north side of the entrance to the Harbour of Ayr, with an entrance from the Harbour, together with all necessary embankments, quays, jetties, and other necessary works in connection therewith.

Such interference renders necessary the incorporation in the Bill of "The Harbours, Docks, and Piers Clauses Act, 1847, and of Sections 13 to 19, both inclusive ("Protection to Navigation"), of "The Railways Clauses Act, 1863." And the Bill should state that in construing those sections of the last-mentioned Act, the words "Work" and "Railway" shall be taken to mean the Dock and Works authorised by this Bill.

The Bill proposes to incorporate only the first of these enactments.

Board of Trade,
March 1866.

T. H. Farrer.

RAILWAY AND CANAL, &c. BILLS.

[*Ayr Harbour Bill.*]

FURTHER REPORT of the BOARD OF TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
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Brixton, Clapham, and Balham Extension Railways Bill.

It is proposed by this Bill to incorporate “The Brixton, Balham, and Clapham Railway Company,” with a capital of 250,000 *l.* in 10 *l.* shares, and 83,000 *l.* on loan, with powers—

To make six Railways in six sections, of an aggregate length of 4 miles 10 chains, to connect the Croydon and Balham, and the West End and Crystal Palace lines of the London, Brighton, and South Coast Railway, at Balham and Streatham, with the Metropolitan Extension (West End section) of the London, Chatham, and Dover Railway, at Clapham and Brixton :

To run over portions of the London, Chatham, and Dover Railway, between the Barrington Road and the Wandsworth Road, and to use the stations thereon :

To enter into agreements with the London, Brighton, and South Coast Railway Company, with respect to the use of Balham station :

And to enter into arrangements with the London, Brighton, and South Coast, the London, Chatham, and Dover, and the London and South Western Railway Companies, or any of them, with respect to the working of the proposed Railways, and the traffic of the Railways of the contracting Companies.

It is also proposed by the Bill to authorise the London, Brighton, and South Coast Railway Company to subscribe to the new Company the sum of 200,000 *l.*, and to raise the same by new ordinary or preference shares.

Section 5. After “Subject to the provisions of this Act” should be added, “and Observations. of the Acts and parts of Acts incorporated herewith.”

Sections 24 and 28. With respect to the term of *five* years for completion, and the “short distance” of *four* miles, it is to be observed that the total length of the proposed Railways is about *four* miles.

Section 36. Reference may be made to the observations on “Dimensions of Bridges,” in the General Report of the Board of Trade on the Railway, &c., Bills of this Session, page 26.

Sections 45 and 46. The power given to the London, Brighton, and South Coast Railway Company to issue fresh capital, seems to render it proper to apply these clauses to that Company as well as to the new Company.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Brixton, Clapham, and Balham Extension
Railways Bill.*]

FURTHER REPORT of the Board of Trade
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

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RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
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Caledonian Railway (Greenock and Gourock Extensions) Bill.

It is proposed by this Bill to enable the Caledonian Railway Company— Objects.

To make the following works:—

A Railway (No. 1), 1 mile 60 chains in length, from the Company's Glasgow, Paisley and Greenock Railway, near the Greenock Station, to the Firth of Clyde, at the north end of Fox-street, in Greenock;

A Railway (No. 2), 2 miles 33 chains in length, from (No. 1) in Greenock, to Gourock Pier;

A Railway (No. 3), 39 chains in length, from (No. 1) to the Albert Harbour of Greenock;

And a Pier or Quay in connection with Railway (No. 2) at Gourock, south of Gourock Pier:

To raise additional sums of 410,000 *l.* by new ordinary or preferential shares, and 136,600 *l.* by loan:

To enter into agreements with the Greenock Harbour Trustees as to the construction, maintenance and use of the Railway at the Albert Harbour:

To purchase the undertaking of the Gourock Harbour Company, which is thereupon to be dissolved.

Section 3. This clause proposes to omit from the portions of “The Harbours, Docks, and Piers Clauses Act, 1847,” incorporated with the Bill (amongst other clauses), Sections 16 and 17 (Lifeboats), and Sections 18 and 19 (Tide Gauge, &c.) Observations.

It would be in accordance with the practice of Parliament, that the proposed exemption of the Company from those provisions should not be absolute, but should continue only until the Company shall be called on by the Board of Trade to provide a lifeboat, or a tide and weather gauge.

Section 4. It seems desirable to add to the interpretations in this clause, the explanation that the expression “Railway” or “the Undertaking,” in the incorporated Acts and parts of Acts, shall include the Pier or Quay, and works connected therewith, authorised by the Bill.

Sections 5, 9, and 40. It would be more accurate, and it seems desirable, after “Subject to the Provisions of this Act,” to add, “and of the Acts and parts of Acts incorporated therewith.”

Section 10. The Bill does not propose to enable the mortgagees under this clause to obtain the appointment of a receiver.

Section 20. This general provision exempting the Company from the 90th section of "The Lands Clauses Consolidation (Scotland) Act, 1845," and enabling them to take part of a manufactory only, seems contrary to principle and to the practice of Parliament.

A power of this kind, if given, should be restricted to cases specified in the Bill, of which the individuals affected by it would have notice, and for which sufficient grounds can be shown by the promoters of the Bill.

Section 38. It seems desirable that the powers given by this clause should be expressed to be "Subject to the Provisions of this Act, and of the Acts and parts of Acts incorporated herewith."

It may deserve consideration whether the power in this clause to make agreements with respect to the maintenance and use of a portion of the Railway, should not be regulated by incorporation with the Bill of Part III. (Working Arrangements) of "The Railways Clauses Act, 1863."

Interference with Tidal Waters.

Tidal Waters. Interference with tidal waters is proposed by this scheme in the following instances, viz. :

Line No. 1 enters the Firth of Clyde between Forsyth-street and Campbell-street, Greenock, and, turning seawards, terminates about nine chains northward from the northern end of Fox-street.

Line No. 2 enters the foreshore of the Clyde at John's-place, Gourock, and terminates at the waiting-room at Gourock Pier.

Line No. 3 enters the Firth of Clyde near the same point as No. 1, and terminates near the northern corner of Albert Harbour.

The pier or quay commences near the junction of King-street and Shore-street, Gourock, runs to a point 100 feet from the southern end of the existing pier, and turns landwards to a point near the Commercial Hotel in Gourock.

Such interference, if sanctioned, renders necessary the incorporation in the Bill of "The Railways Clauses Consolidation (Scotland) Act, 1845," and "The Harbours, Docks, and Piers Clauses Act, 1847," and, Sections 13 to 19, both inclusive ("Protection to Navigation"), of "The Railways Clauses Act, 1863." And the Bill should state that in construing those sections of the last-mentioned Act, the words "Work" and "Railway" shall be taken to mean the pier or quay and works connected therewith, as well as the Railways authorised by this Bill.

The Bill proposes to incorporate the first and last of these enactments, and various sections of the second enactment, including Section 12, but does not contain the explanation above referred to.

The proposed conversion of the western shore of Gourock Bay into a quay has the disadvantage of opposing a dangerous wall to vessels breaking adrift from their anchorage during easterly gales, where there is a "fetch" of four miles of sea; whereas, if they went on the natural shelving beach, they might escape destruction.

Another objection is, that a new foreshore will probably be produced in front of the quay, which, in course of time, will decrease the depth and area for anchorage, and diminish the shelter which smaller vessels can now obtain from north-westerly gales, by anchoring near the weather shore.

Again, the north-east corner of the proposed quay is within 100 feet of the present pier, the usefulness of which will be materially impaired, by making it difficult and sometimes impossible for vessels to haul into shelter when running in from sea in rough weather.

If power be given, as proposed in Section 19 of the Bill, to extend the quay to the outer limits of deviation, and such power be exercised, one-fourth of the bay, at present available for anchorage, would be occupied by the quay, to the great injury of the interests of navigation.

Ample

Ample depth of water can be obtained within a short distance from the shore in the south-west part of the bay, on the south-east side of the little point near King-street, for the construction of an open pier in connection with the Railway, and without injury to the bay, or present pier ; or the Railway might be carried behind the present line of houses to the present pier. A similar suggestion is made in the Report of the Board of Trade on the *Greenock and Ayrshire Railway* Bill of this Session. It seems highly objectionable to occupy the whole western shore with a work to which the several disadvantages which have been mentioned are attached, especially when it is considered that the place in question is within so short a distance of the great mercantile port of Greenock.

A numerously signed memorial from the inhabitants and others interested in the prosperity of Gourock, has been presented to the Board in opposition to that part of these Railway schemes which interferes with the shore of Gourock Bay, on the ground that it will deprive the inhabitants and the visitors of the access to and use of the shore, which is essential for the enjoyment of that watering-place. This objection will, doubtless, have the consideration of the Committee.

The Railways proposed in this Bill to be made at Greenock are dependent on the construction of the works proposed in the *Greenock Harbour* Bill of this Session. Reference may therefore be made to the Report on that Bill.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Caledonian Railway (Greenock and
Gourock Extensions) Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and
BILLS relating to HARBOURS, DOCKS, and
TIDAL WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Glasgow and South Western Railway (Additional Powers) Bill.

It is proposed by this Bill as limited by a Resolution of the House of Commons, Objects.
to enable the Glasgow and South Western Railway Company—

To make the following Railways, viz. :—

(No. 3) 52 chains, wholly in the parish of Saint Mary, Carlisle, to connect the authorised Carlisle Citadel Station Branch of the North British Railway, at Charlotte-street, with the Caledonian Railway, north-west of the bridge over the River Caldew ;

(No. 4) 1 mile 17 chains, to form a connection between the Company's Kilmarnock and Troon Line, at Gravel Hill, in the parish of Dundonald, Ayrshire, and the Gatehead Station, on the same line, in the parish of Kilmarnock ;

(No. 5) 29 chains, wholly in the parish of Dundonald, to connect the Company's main Line by a second Junction with their Irvine and Busby Branch ;

To make two new Roads in the parishes of Dundonald and Newton-upon-Ayr, in lieu of the two existing Roads crossing the Railway on the level, and to carry two other Roads, in the parish of Dundonald, over their Railway, by bridges, instead of on the level :

To raise further sums of 217,000 *l.* by ordinary or preferential shares, and 72,300 *l.* by loan :

To enter into arrangements with the London and North Western, the Midland, the North Eastern, the Caledonian, and the North British Railway Companies, or any of them, with respect to the running over, and the working and traffic of the Railways of the contracting Companies :

To establish a Guarantee Fund amongst their officers and servants :

And to establish a fund for giving compensation to their officers and servants who are injured or killed while in the discharge of their duties, or to their representatives.

Section 2. The usual clauses of “ The Companies Clauses Consolidation Act, 1845,” are omitted to be incorporated in the Bill. Observations.

See also, below, Section 24.

Sections 4, 5, and 10. After “ subject to the provisions of this Act” should be added, “ and of the Acts and parts of Acts incorporated herewith.”

Section 11. The Bill does not propose to enable the mortgages under this clause, to obtain the appointment of a receiver.

Section 18. With respect to the term of *five* years for completion, it may be observed, that the proposed Railways are under *three* miles in length.

Section 5 (last paragraph), and Sections 20 and 21. *See* the observations on "Dimensions of Bridges," in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 26.

Section 24. This power to contract renders proper the incorporation in the Bill of Part III. (relating to Working Agreements) of "The Railways Clauses Act, 1863."

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Glasgow and South Western Railway
(Additional Powers) Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

15—CCXCVI.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Greenock and Ayrshire Railway Bill.

It is proposed by this Bill— Objects.

To authorise the Greenock and Ayrshire Railway Company, incorporated in 1865—

To substitute open cutting for tunnelling on two portions (16 chains and $8\frac{1}{2}$ chains in length respectively) of their authorised Railway, No. 1, in the Burgh of Greenock :

To make three Railways, viz. :

(No. 1) 39 chains in length, in the Burgh of Greenock, from their authorised Railway No. 1 at Brougham-street, to a point near the junction of Fox-street, with the Esplanade ;

(No. 2) 2 miles 30 chains in length, from their authorised Railway No. 1 at the junction of Ardgowan-street, with Robertson street, Greenock, to the Pier at Gourrock ;

(No. 3) 30 chains in length, in the Burgh of Greenock, to connect their authorised Railway No. 1 with the Greenock and Wemyss Bay Railway :

And to raise further sums of 250,000 *l.* by shares, ordinary or preferential, and 83,300 *l.* by loan :

To extend to the proposed Railways the agreement between the Company and the Glasgow and South Western Railway Company, confirmed by “ The Greenock and Ayrshire Railway Act, 1865 : ”

And to authorise the Glasgow and South Western Railway Company to subscribe a further sum of 250,000 *l.*, and to raise that amount by shares (ordinary or preferential).

Section 3. It is usual, and it seems desirable, to incorporate, besides the clauses of “ The Companies Clauses Consolidation Act, 1845,” here mentioned, the clauses of that Act with respect to the making of dividends and the giving of notices. *See* under Section 28. Observations.

Sections 5 and 34. It would be more accurate, and it seems desirable, to add, after “ subject to the provisions of this Act,” the words “ and the Acts and parts of Acts incorporated herewith.”

Section 7. With respect to the proposed power to issue preference capital for the purpose of new works, it is to be observed that the Company have not yet opened their original line.

Section 11. The Bill does not propose to enable the mortgagees under this clause to obtain the appointment of a judicial factor.

Section 18. This clause, by allowing five years for the completion of the "variations" authorised by the Bill, may, in effect, postpone the completion of the original line from the 5th of July 1870 until 1871. If this is sanctioned, it would seem desirable to state precisely the effect which this postponement is to have on the deposit under Section 42 of "The Greenock and Ayrshire Railway Act, 1865."

Section 19. If the powers of deviation given by this clause are not intended to exceed those which the Company would obtain under "The Railways Clauses Consolidation (Scotland) Act, 1845," the clause is unnecessary. If they will exceed those powers, as seems to be intended, it would not be in accordance with the practice of Parliament to grant the unusual powers except at specified places on sufficient reason being shown. They seem the more questionable, as the Railway passes through the town of Greenock.

Section 28. It would be in accordance with the practice of Parliament to state expressly that the portions of "The Companies Clauses Consolidation (Scotland) Act, 1845," and "The Companies Clauses Act, 1863," mentioned in Section 3, are applicable to the capital authorised by this clause to be raised by the Glasgow and South Western Railway Company.

Interference with Tidal Waters.

Tidal Waters.

Interference with Tidal Waters is proposed by this scheme in the following instances, viz. :—

Railway No. 1 enters the foreshore of the Firth of Clyde, opposite to Clyde Crescent, and runs nearly parallel to the Esplanade at Greenock to a point 8½ chains north-west of the Junction of Fox-street with the Esplanade ;

Railway No. 2 runs along the foreshore of the Firth of Clyde at Gourock, from John's Place to the root of the pier.

Such interference, if sanctioned, renders necessary the incorporation in the Bill of "The Railways Clauses Consolidation (Scotland) Act, 1845," and of Sections 13 to 19, both inclusive ("Protection to Navigation,") of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate both of these enactments.

The western termination of Railway No. 1 extends beyond the quay designed as a part of the scheme of the Greenock Harbour Bill, and would therefore interfere with the arrangement for a landing place for boats provided for in that scheme, in compliance with a suggestion of the Board of Trade.

With regard to that portion of Railway No. 2 which runs round the foreshore of Gourock Bay to the present piers—there may be less objection than attaches to the works proposed by the *Caledonian Railway (Greenock and Gourock Extensions)* Bill, inasmuch as it does not occupy so much of the shore ; but it proposes to occupy a portion of the small harbour within the pier which is already very limited ; and if the works be extended to the limits of deviation they would injuriously interfere with the bay. In this scheme, as well as in the Caledonian Railway Scheme, these evils might probably be avoided by the construction of an open pier, in connection with the proposed Railway in the south-western part of the bay, near Ney-place. Such a pier would afford the required facilities for loading and embarkation, free from objection, and leave the present little harbour for trading purposes and shelter ; or the Railway might be carried in rear of the houses, and thus leave the beach entirely free.

A similar suggestion is made in the Report of the Board of Trade on the other Bill above mentioned.

A numerous

A numerously signed memorial from the inhabitants and others interested in the prosperity of Gourock, has been presented to the Board of Trade in opposition to that part of these Railway schemes which interferes with the shore of Gourock Bay, on the ground that it will deprive the inhabitants and the visitors, of the access to and use of the shore, which is essential for the enjoyment of that watering place. This objection will doubtless have the consideration of the Committee.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS

[*Grenock and Ayrshire Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL Bills, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

15—CCXCVII.

Under 1 oz.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Greenock Harbour Bill.

THIS Bill proposes to repeal the Act 13 Geo. 3, c. 28 ; 29 Geo. 3, c. 43 ; Objects. 41 Geo. 3, c. 51 (except Sections 49 to 54) ; 43 Geo. 3, c. 87 ; 50 Geo. 3, c. 167 ; 57 Geo. 3, c. 32 (except Sections 43 to 50) ; 3 Vict. c. 27 ; and Vict. (Sess. 2) c. 54 ; as well as “ The Greenock Harbour Order, 1864,” excepting such of its provisions as relate to the construction of works ; and to constitute a body to be called “ The Trustees of the Port and Harbours of Greenock,” such body to consist of the Provost, the four Bailies, the Treasurer, and all the other Councillors of Greenock, in whom the Undertaking and property in the Port and Harbours of Greenock are to vest.

The Trustees are to be empowered—

To continue the North Western Quay of the New Albert Harbour, in the direction of Greenock, with a Boat Harbour on its seaward face, and forming a sort of Harbour at its north western end :

To make a Tidal Harbour and a Graving Dock, at Garvel Point :

To straighten and improve certain streets leading to Albert Harbour ; and to acquire and remove a portion of Messrs. M’Nab’s shipbuilding yard :

To deepen and improve the Harbours and bed of the Firth of Clyde.

The power to raise or embank the Sandbank opposite the Harbour, under the Act 57 Geo. 3, c. 32, is proposed to be retained.

It is also proposed by this Bill—

To continue the provision in this Act 5 Vict. (Sess. 2) c. 54, for inquiry into the effect of the deposit of soil excavated in making the new Harbours on the Sandbank opposite the Harbour, and to enable the Board of Trade to exercise the power of determining questions, given by that provision to the Admiralty.

To empower the Trustees to borrow 700,000 *l.* on the security of the rates proposed to be authorised by this Bill, or from bankers on cash account ; and to establish a sinking fund :

To empower the Trustees to take rates on vessels and goods for the use of the graving docks and timber ponds, and for cranes.

It is to be observed that the power to levy tonnage rates in Section 55, enables the Trustees to levy them on all vessels, which either use the works of the Trustees, *or enter and clear at the Custom House within the limits of the Port and Harbour.* These last words appear questionable in principle. If a vessel enters or clears at the Custom House of the Port, but derives no benefit from the works of the Trustees, there seems to be no reason why she should pay tonnage rates to them.

It is also proposed by this Bill—

To confirm and repeat the abolition of the dues known as the “Tail of the Bank” dues, effected by the above-mentioned Order of 1864 :

To empower the Trustees to accept from the magistrates and Town Council a transfer of their anchorage, shore, bay, ring, and “coal and vivres” dues, and to pay out of the Harbour rates a consideration for such transfer.

By the Fifth Part of “The Harbours and Passing Tolls Act, 1861,” provision is made enabling Town Councils to make transfers of this description. But by that Act it is provided that the terms of the transfer shall be duly advertised, and opportunity given for making objections. And the ultimate approval of the terms is made to vest with Her Majesty in Council. It deserves consideration whether these conditions and safeguards should not be insisted on in this case, more especially as the Town Council are both purchasers and vendors, and there is no separate body to represent the Trade.

Interference with Tidal Waters.

Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz. :

A Quay commencing at a point about 57 yards north-east of the north-western corner of Albert Quay, and thence running in a north-westerly direction for about 847 yards, to a point about 107 yards north-east of the Esplanade; thence turning in to land, and then running parallel to the Esplanade for about 107 yards, forming a sort of pier; then turning to the Esplanade terminating at a point about 63 yards north-west of the junction of Fox-street and Clyde-street, Greenock. This quay is to contain a Boat Harbour, with an entrance about 282 yards from its commencement :

A Harbour on the north-western side of Garvel Point, partly excavated from the mainland, and partly within an embankment, commencing at the quay north-west of Scott & Company’s ship building yard, and following the line of Garvel Point, more or less at a considerable distance from high-water mark :

An improvement of the West Harbour by removal of the dry dock therein.

Such interference renders necessary the incorporation in the Bill of “The Harbours Docks and Piers Clauses Act, 1847,” and of Sections 13 to 19, both inclusive (“Protection to Navigation”), of “The Railways Clauses Act, 1863.” And the Bill should state that in construing those sections of the last-mentioned Act, the words “Work” and “Railway” shall be taken to mean the Harbours, Quays, and Works authorised by this Bill.

The Bill proposes to incorporate only the first of these enactments.

The Boat Harbour to be formed in the Quay westward of Albert Harbour, as well as the landing place at the western extremity of the Quay, both of which are for the safe accommodation of the boats of the shipping lying in the Roadstead, will probably soon silt up, and it seems advisable that a clause compelling the Harbour Trustees to maintain them in an efficient state should be introduced.

Board of Trade,
March 1866

T. H. Farrer.

RAILWAY AND CANAL, &c. BILLS.

[*Glasgow Harbour Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

15—CCXCVIII.

Under 1 oz.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Harwich Harbour Estate and Lands Improvement Company Bill.

By this Bill it is proposed to empower a Company called “The Harwich Harbour Estate and Lands Improvement Company (Limited)” (said to be already constituted), to embank from the bed of the River Stour within seven years a large tract of mud lands west of Harwich, between Bathside and Ray Island; to make a new cut or channel for the River Ray; to make a Pier opposite to the Great Eastern Railway Company’s new Pier, and an opening roadway Bridge to connect the town of Harwich with the reclaimed lands; to construct an approach road to connect the reclaimed lands with the Harwich and Manningtree Turnpike Road, and an approach Road from the level crossing on the Great Eastern Line west of Ramsey Ray to the commencement of the proposed embankment. Objects.

The objects of the Bill are almost precisely similar to those of “The Harwich Corporation Bill” of 1864.

The lands to be reclaimed are to be deemed extra-parochial.

The pier master is empowered to exercise authority within the limits of deviation of the pier shown on the deposited plans.

Power is taken to levy rates on vessels using the tidal cut or channel, not exceeding 3*d.* per register ton, except vessels under 15 tons burden belonging to inhabitants of Harwich, which are not to pay more than 1*s.* per time.

Power is taken to levy rates on passengers, animals, and goods using the pier and channel according to a schedule.

Vessels and goods using a wharf called Patrick’s Wharf, in Dovercourt parish, and the Harwich Gas and Coke Company’s Wharf, are exempt from dues leviable under this Bill.

The Company may issue tickets and contract for the use of the pier.

Vessels remaining in the channel for more than 14 days to be liable to a rates not exceeding 1*d.* per ton per week.

Section 6. Sub-section 4 authorises the Company to convert existing roads into public roads, and to carry such roads over the Harwich Branch Railway, on the level. If the Committee should be of opinion that any such level crossing can be properly sanctioned, it will be a point of consideration whether the level crossings should not be expressly subjected to the provisions of Section 47 of “The Railways Clauses Consolidation Act, 1845,” and of Sections 5, 6, 7, and 8 of “The Railways Clauses Act, 1863,” with respect to gates, &c., at level crossings of public roads. Observations.

Section 11 authorises the Company in constructing the works, to deviate to the extent of the limits of deviation marked on the plan. As regards deviation where the work skirts tidal water, the proposed power should be subject to the conditions (in Section 17 of “The Railways Clauses Act, 1863”) that the consent of the Board of Trade shall have been previously obtained.

Interference with Tidal Waters.

Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz. : —

An Embankment, commencing on the existing embankment on Ray Island, running across the foreshore of the River Stour to a proposed Pier opposite the Great Eastern Railway Company's Pier at Harwich.

A diversion of the Ray River into a navigable cut or channel, commencing at the sluice gate, which connects the Ray River with the Stour, and running by the Cement Works and in front of the town of Harwich, between embankments, one of which terminates at the proposed Pier, and the other at the Gas Works.

A Pier in the River Stour.

A Road to connect the reclaimed lands with the Harwich and Manningtree Turnpike Road.

An Opening Bridge over the navigable channel.

A Road at the western side of Ray Island, skirting the shore of the River Stour.

Such interference would render necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," "The Harbours, Docks, and Piers Clauses Act, 1847," and of sections 13 to 19, both inclusive ("Protection to Navigation"), of "The Railways Clauses Act, 1863." And the Bill should state, that in construing those sections of the last-mentioned Act the words "Work" and "Railway" shall be taken to mean the embankments, bridge, pier, and works authorised by this Bill.

The Bill proposes to incorporate only the second of these enactments.

Harwich is a Harbour of Refuge, and requires docks for the repairs of vessels which may have suffered injuries at sea, and should it become a thriving mercantile port the space reserved in the present scheme for that purpose is too small. And this probable deficiency cannot be said to be met by the so-called "navigable cut" leading to Ramsey Sluice, which is scarcely more than a compensation for the present "Dovercourt Dock" and its branches, so far as the admission of the tide or the drainage of the marshes is concerned, while there seems to be no provision for the maintenance of an useful depth throughout this "navigable cut," which after being made may be allowed to silt up.

The bridge, as proposed, may prove hereafter an obstruction to the future dock accommodation that may be desirable; and the reclaimed land will probably be occupied by buildings, instead of its more legitimate use for maritime purposes.

It seems important that a sufficient area should be reserved for future shipping contingencies, and that this space should be contiguous to the town and the proposed harbour.

Board of Trade,
March 1866.

T. H. Farrer.

RAILWAY AND CANAL, &c. BILLS.

[*Harwich Harbour Estate and Lands Improvement Company Bill.*]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

15—CCXCIX.

Under 1 oz.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Montrose Harbour Bill.

It is proposed by this Bill to authorise the Trustees of the Harbour of Mont- Objects.
rose—

To borrow by mortgage, or on a cash account, sums not exceeding 70,000 *l.*, inclusive of their existing debt of 34,000 *l.* :

To take lands compulsorily and to construct thereon a wet dock, with an entrance from the existing wet dock at the Harbour of Montrose :

To dredge the channel of the River South Esk :

To acquire lands by agreement and to construct thereon, or to purchase or take on lease, a slip for repairing vessels :

To take any rates they think fit for the slip :

To take for the wet dock the rates authorised for the harbour :

To take for vessels and goods such increased harbour or dock rates, not exceeding one-fourth of the authorised rates in addition thereto, as will yield the surplus required for the sinking fund as altered by this Bill.

Section 10. It seems to be a question whether there should not be added to Observations, this Bill the usual reservation of the priority of existing mortgages.

Sections 15 and 16. After “ subject to the provisions of this Act ” should be added “ and of the Acts and parts of Acts incorporated herewith.”

Section 17. The words “ subject to the provisions of the Harbours, Docks, and Piers Clauses Act, 1847,” should be prefixed to this power of deviation.

Sections 18, 19, and 20. It may deserve consideration whether there should not be added to these clauses for the protection of navigation the further usual provision for the exhibition of lights during and after the construction of the works, corresponding to Section 13 of “ The Railways Clauses Act, 1863.”

Section 21. Three years, not five, as here proposed, is the term usually allowed for the compulsory purchase of lands.

The Bill contains no limitation of time for the completion of the proposed works.

Section 25. As the slip will be constructed in part in tidal water it would be proper to include it in the provision in Section 18 of this Bill, for approval of plans, &c., by the Board of Trade.

It would be in accordance with the practice of Parliament to add to the Bill a reservation of "The Merchant Shipping Act, 1854," and of present and future General Acts amending that Act, or relating to docks or harbours, or to shipping, or to goods carried in ships, or to lights, buoys or beacons, and of the rights, powers, and privileges of the general lighthouse authorities, and of the revision under the authority of Parliament of the rates and duties authorised by this Bill or the recited Act.

Interference with Tidal Waters.

Tidal Waters.

Interference with tidal waters is proposed in the following instances; viz.—

The construction of a repairing slip on the shore of the River South Esk:

The dredging and scouring of the River South Esk.

The provisions requisite for the protection of navigation appear to be contained or referred to in this Bill, except as above pointed out, under Sections 18, 19, and 20, and Section 25.

Board of Trade,
March 1866.

T. H. Farrer.

RAILWAY AND CANAL, &c. BILLS.

[*Montrose Harbour Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

15—CCC.

Under 1 oz.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Newport Railway Bill.

IT is proposed by this Bill to incorporate “The Newport (North British) Railway Company,” with a capital of 96,000 *l.* in 10 *l.* shares, and 32,000 *l.* by loan; and to empower them—

To make the following Railways in the county of Fife, viz.:—

No. 1 (2 miles 59 chains), from the Edinburgh, Perth, and Dundee line of the North British Railway at Ferry Port on Craig to Newport;

No. 2 (2 miles 26 chains), in the parish of Forgan, from the termination of (No. 1) to near Wormit Steading;

No. 3 (1 mile 6 chains), in the same parish, near Woodhaven Pier, from (No. 2) to a point in the River Tay near a rock called Long Craig:

To enter into arrangements with the North British Railway Company with respect to the construction, working, and traffic of the proposed Railways.

Section 5. After “subject to the provisions of this Act,” should be added, “and of the Acts and parts of Acts incorporated herewith.” Observations.

Section 20. *Three*, not *four*, years is the time usually allowed for the compulsory purchase of lands.

Section 28. With respect to the proposed “short distance” of *six* miles, it may be observed that the total length of the proposed Railways is less than *seven* miles.

Section 24. See the observations on “Dimensions of Bridges” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 26.

Section 36. With respect to the power to contract respecting the *construction* of the Railway, it is to be observed that it is the practice of Parliament to leave the construction of a Railway to the Company who are authorised to raise money and purchase lands for the purpose.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following Tidal Waters instances, viz.:—

The limits of deviation of Railway No. 1, occasionally extend between high and low-water mark of the Firth of Tay.

Railway No. 3, is wholly situate within the foreshore of the Firth of Tay.

Such interference renders necessary the incorporation in the Bill of “The Railways Clauses Consolidation (Scotland) Act, 1845,” and of Sections 13 to 19, both inclusive (“Protection to Navigation”), of “The Railways Clauses Act, 1863.”

The Bill proposes to incorporate both of these enactments.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Newport Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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Perran Railway, Pier, and Harbour Bill.

IT is proposed by this Bill to incorporate “ The Perran Railway, Pier, and Harbour Company,” with a capital of 100,000 *l.*, in 10 *l.* shares, and 33,000 *l.* on loan, and to empower them—

To make two Railways, viz.:—

No. 1 (3 miles 40 chains), from the authorised Central Cornwall Railway, in the parish of St. Allen, to Treamble, in the parish of Perranzabuloe, in the county of Cornwall;

No. 2 (2 miles 54 chains), from the termination of No. 1 to the sea coast at Holywell Bay:

To make a Pier or Jetty in connection with Railway (No. 2) at Holywell Bay, and a Breakwater between Penhale Point and Carter’s Rocks, so as to form a Harbour at Holywell Bay:

To enter into arrangements with the Central Cornwall Railway Company respecting the working of the proposed Railways, and the traffic of the Railways of the contracting Companies:

To appoint pilots (if the Board of Trade consent), and to take pilotage rates from all vessels whether employing the Company’s pilots or not.

Section 2. With respect to the interpretation of “ Railway ” and “ Work,” Observations.
see the end of this Report.

Section 5. After “ subject to the provisions of this Act ” should be added, “ and of the Acts and parts of Acts incorporated herewith.”

Section 27. With respect to the “ short distance ” of *four* miles, it is to be observed that the proposed Railways are under *seven* miles in length.

Section 36. If the intention of this clause is, as expressed in the marginal note, that all goods are to “ be disembarked or shipped by the Company,” the provision would be an objectionable one, as precluding the employment of the ship’s crew, and would not be in accordance with the practice of Parliament. The terms of the clause, however, do not appear to have the effect referred to.

The Bill does not contain the usual provision for securing equality of treatment to persons using the Pier or Harbour, and not the Railway, and *vice versâ*.

Section 48. This clause would seem to enable the Company to charge ballast rates, whether the ballast is or is not removed by them from or into the vessel. To authorise a compulsory ballast rate would not be in conformity with the principle laid down in the Report of the Royal Commission on Local Charges on Shipping, 1854; and it may be a question whether a provision should not be inserted in this Bill, in accordance with that Report, to the effect that the rates shall not be such as to make the supply of ballast a source of profit.

Sections 50 and 51. Having regard to the terms of these clauses, it seems desirable to express that the harbour and pier rates shall not both be levied on the same goods.

Section 55 would make payment of the pilotage rates compulsory, whether a pilot be employed or not. This is opposed to the present policy of Parliament: and having regard to that policy, the Board of Trade could not exercise the discretion proposed to be given to the Board by Section 47 of this Bill, in favour of the operation of the pilotage provisions of the Bill, if pilotage is to be compulsory. The Board of Trade therefore suggest that Section 55 should be omitted.

Section 61. It would be in accordance with the practice of Parliament to add a clause reserving the operation of "The Merchant Shipping Act, 1854," and of Acts amending that Act, and of present and future General Acts relating to harbours or piers, or to shipping, or to goods carried in ships, or to pilots, or to lights, buoys, or beacons, and of the rights, powers, and privileges of the General Lighthouse authorities, and also reserving the revision under the authority of Parliament of the limits of the Harbour and of the rates and charges authorised by this Bill.

Interference with Tidal Waters.

Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz. :—

Railway No. 2 terminates on the shore of Holywell Bay, west of the coast guard boat house :

The pier or jetty commences at the termination of Railway No. 2, and extends 200 yards in a westerly direction into the sea :

The breakwater connects Penhale Point, on the mainland, with Carters or the Gull Rocks in Holywell Bay :

The deepening, dredging, and improving of Holywell Bay.

Such interference renders necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," "The Harbours, Docks, and Piers Clauses Act, 1847," and of Sections 13 to 19, both inclusive ("Protection to Navigation"), of "The Railways Clauses Act, 1863." And the Bill should state (in Section 2) that in construing those sections of the last-mentioned Act, the words "Work" and "Railway" shall be taken to include the Pier, Breakwater, and Works connected therewith authorised by this Bill.

The Bill proposes to incorporate all of these enactments, but does not contain the interpretation clause here referred to.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Pertin Railway, Pier, and Harbour Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD OF TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and Bills relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Ryde Station Bill.

It is proposed by this Bill to incorporate “The Ryde Station Company” with a capital of 65,000 *l.* in 10*l.* shares, and 21,600 *l.* on loan, and to empower them—

To make the following Railways at Ryde, viz:

No. 1 (40 chains), from the Isle of Wight Railway, at its terminus, to the “Castle,” adjoining the Esplanade;

No. 2 (47 chains), from the termination of No. 1, crossing the Esplanade, and running along the Victoria Pier, and an intended extension of that pier to a point on the sea-shore, 2,500 ft. from the south end of the Victoria Pier;

To construct a central station near the termination of Railway No. 1;

To purchase (by agreement) land in the parish of St. Helen’s, Isle of Wight, and erect slaughter houses thereon;

And to enter into arrangements with the Isle of Wight Railway Company respecting the working of the proposed Railway and Station, and the traffic of the contracting Companies.

It is also proposed to authorise the Isle of Wight Waterworks Company to supply the Company with water without the consent of the Ryde Commissioners.

Section 5. After “subject to the provisions of this Act” should be added “and of the Acts and parts of Acts incorporated herewith.”

Section 20. With respect to the term of five years for completion, it is to be observed that the Railway is about one mile in length. No time is limited for the completion of the station.

Interference with Tidal Waters.

On the proposed interference with Tidal Waters in this case, the Board of Trade have no observations to make, the intended works being within the limits of the Portsmouth Naval Station, over which the Admiralty has retained its jurisdiction pursuant to the 9th Section of the Harbours Transfer Act 1862.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[Ryde Station Bill.]

FURTHER REPORT of the BOARD of TRADE ON
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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Thames Subway Bill.

It is proposed by this Bill to incorporate “The Thames Subway Company,” with a capital of 250,000 £., in 10£. shares, and 83,000 £. by loan, for the purpose of constructing a subway, from a point at the west side of “Deptford Green,” in Deptford, passing under the bed of the Thames to Clyde Wharf, being a point in the Isle of Dogs, opposite to the mouth of Deptford Creek, and approach roads to either end of such subway; with power to take tolls for passengers, animals drawing and not drawing, and carriages moved by steam or machinery. Objects.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz.:— Tidal Waters.

The subway will pass close under the bed of the River Thames, from near the west side of Deptford Green to Clyde Wharf.

The Company are to be empowered to dig, pile, and make foundations and dams in the river, during the making or repairing of the subway, and to do all works necessary or convenient for making, maintaining, and repairing it.

The Bill contains none of the ordinary provisions for the protection of navigation.

The provisions which are requisite in this case to secure the usual powers to the Board of Trade are a clause for approval of the plans, sections, and working drawings by the Board of Trade previous to the commencement or any alteration of the works in tidal waters, similar to Section 12 of “The Harbours, Docks, and Piers Clauses Act, 1847,” and clauses for the exhibition of lights, removal of works abandoned or decayed, and survey at the expense of the Company, similar to Sections 13, 18, and 19 of “The Railways Clauses Act, 1863.”

Presuming this project is to be carried on in a similar manner to the Waterloo and Whitehall Tube, there will be no permanent interference with the channel of the Thames, but only the temporary interference of the preliminary works, such as the dredging of the Tube Trough, and the stagings for submerging the Tube Sections, and the coffer-dams near the shores; to all of which the Thames Conservators will give their careful attention.

If successfully accomplished this project will confer a lasting public benefit without any infliction of inconvenience to navigation as in the case of a bridge, but extreme care will be required in the execution, so as to avoid any accident that might produce an obstruction in the channel, not easy to be removed.

Board of Trade,
March 1866.

T. H. Farrer.

RAILWAY AND CANAL, &c. BILLS.

[*Thames Subway Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
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RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
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Thorpe and Great Clacton Railway and Pier Bill.

It is proposed by this Bill to incorporate “The Thorpe and Great Clacton Railway and Pier Company,” with a capital of 40,000 *l.* in 10 *l.* shares, and 13,300 *l.* on loan, and to empower them — Objects.

To make two Railways, of an aggregate length of 4 miles 60 chains, from the authorised Tendring Hundred Extension Railway, in the parish of Thorpe-le-Soken, to Clacton-on-Sea, in the county of Essex ; and also a Pier at the termination of the railway at Clacton-on-Sea ;

To run over the Tendring Hundred Railway between Thorpe-le-Soken and Walton-on-the-Naze ;

And to enter into arrangements with the Tendring Hundred Railway Company, with respect to the working and traffic of the proposed Railways.

Section 2. With respect to the proposed exception of Sections 16 to 19 of “The Harbours, Docks, and Piers Clauses Act, 1847,” respecting the keeping of lifeboats and tide and weather gauge, it is to be observed that the practice of Parliament is to exempt a company from their obligations, so long and so far only as the Board of Trade do not require the company to fulfil them. Observations.

Section 8. After “subject to the provisions of this Act,” should be added, “and of the Acts and parts of Acts incorporated herewith.”

Section 20. *Three* years, not *four*, as here proposed, is the time usually allowed for the compulsory purchase of lands.

Section 31. With respect to the short distance charge of *four* miles, it may be observed that the length of the proposed Railways is under *five* miles.

Section 38. See the observations on “Running Powers” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 25.

The Bill does not contain the usual provision securing equality of treatment to those who use the Railway and not the Pier, and *vice versa*.

Section 46. It would be proper to add to the Bill a clause reserving the operation of "The Merchant Shipping Act, 1854," and Acts amending that Act, and of present and future general Acts relating to harbours or piers, or to ships or to dues on shipping, or goods carried in ships, or to lights, buoys, or beacons, and the rights, powers, and privileges of the general lighthouse authorities, and the revision of the pier rates, and the limits of the Pier authorised by this Bill.

Interference with Tidal Waters.

Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz. :—

Railway No. 1, near its termination, skirts the shore of the sea.

The Pier at Clacton-on-Sea extends 300 yards beyond high-water mark.

Such interference renders necessary the incorporation in the Bill of "The Harbours, Docks, and Piers Clauses Act, 1847," and of Sections 13 to 19, both inclusive ("Protection to Navigation"), of "The Railways Clauses Act, 1863." And the Bill should state that in construing those sections of the last-mentioned Act, the words "Work" and "Railway" shall be taken to mean the Pier and Works as well as the Railways authorised by this Bill.

The Bill proposes to incorporate both of these enactments, but does not contain the interpretation above suggested.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

*[Thorpe and Great Clacton Railway and
Pier Bill.]*

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

15—CCCv.

Under 1 oz.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

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Anglesey Central Railway Bill.

It is proposed by this Bill, as limited by a resolution of the House of Lords, to enable the Anglesey Central Railway Company— Objects.

To raise further sums of 45,000 *l.* by new ordinary or preference shares, and 15,000 *l.* by loan :

To divide any share in the Company's capital into preferred (5 per cent.) and deferred half shares :

To contract with Mr. John Dickson for the maintenance, working, and management of the Company's railways for ten years ;

To lease their Railways to Mr. John Dickson for 21 years :

To lease or sell the Railways to the London and North Western Railway Company.

Sections 4 and 11. It would be more accurate, and it seems desirable, to add after “ Subject to the provisions of this Act,” the words, “ and of the Acts and parts of Acts incorporated herewith.” Observations.

Sections 37, 41, and 45. Reference may be made to the observations in “ Amalgamation, Sale, and Lease,” including those on “ Public Notice of Transfer,” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, pages 24 and 25.

The Bill does not contain the usual provisions for deposit with the Clerk of the Peace of a copy of the deed of lease or transfer, and for publication of notice of the change of ownership of the Railway.

It is to be observed, with reference to the proposed power to transfer the undertaking, that the Bill makes no provision for saving rights of action, for the execution of contracts respecting land, for the application of money paid into the bank by trustees, or for the bye-laws of the Company, such as is made by Part V. of “ The Railways Clauses Act, 1863.” It may deserve consideration whether the better course would not be to incorporate Part V. of that General Act, to be applicable in the event of a sale and transfer, and to omit Sections 47, 48, 49, and 50 of this Bill, which would then become unnecessary.

Section 55. It seems to be a question, which should, perhaps, be explained in the Bill, whether the provision in this clause respecting sanction of shareholders will be applicable to a lease to John Dickson, under Section 37.

Interference with Tidal Waters.

As the powers to execute new works are to be removed from this Bill, the proposed interference with tidal waters will not take effect.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

Anglesey Central Railway Bill.

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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Bray Improvement Bill.

It is proposed by this Bill—

Objects.

To constitute the township of Bray, in the counties of Dublin and Wexford, a distinct township, divided into two wards:

To incorporate “The Bray Township Commissioners,” consisting of three special Commissioners (during their lives); and of fifteen other Commissioners, elected by the ratepayers of “The Bray Township:”

To dissolve the present “Bray Commissioners,” and vest their property (subject to their liabilities) in “The Bray Township Commissioners:”

To authorise the Commissioners, amongst other things—

To construct a pier and landing-place from the Esplanade at Bray, between Claddagh and Brennan Terrace, running 300 yards into the sea, and to take tolls therefor; such tolls to be applicable, together with the rates leviable under the Bill, to the general purposes of the Bill:

To contribute to the maintenance of the Esplanade, and to control the Esplanade and sea-beach:

To extend the Esplanade:

To make an allotment awarded out of Bray Common to the Lord of the Manor of Bray and the Bray Commissioners, into a public park:

To make a road from Bray Bridge to the park:

To levy township, lighting, and water rates:

To borrow 10,000 *l.* on mortgage of the township rates, with a sinking fund of one-thirtieth.

Sections 45 and 51. It is to be observed that though this Bill proposes to authorise the erection of a pier, and the taking of tolls for its use, the Bill does not incorporate “The Harbours, Docks, and Piers Clauses Act, 1847.”

Observations.

Sections 45 and 47. With respect to the provisions for the protection of navigation requisite in reference to the works in tidal waters proposed to be authorised in these clauses, *see* the end of this Report.

Sections 49 and 50. Three years and five years are the terms usually allowed for compulsory purchase and the completion of works, respectively, not four years, and six years, as here proposed.

Interference with Tidal Waters.

Tidal Waters.

Interference with tidal waters is proposed by this Bill in the following instances, viz. :—

1. The construction of a Pier or Jetty, commencing on the beach at Bray, and running nearly straight out to sea, in nearly a north-east direction, for a distance of 300 yards, or thereabouts, from low-water mark.

2. An extension of the Esplanade, the work being carried to high-water mark.

Such interference renders necessary the incorporation in the Bill of “The Harbours, Docks, and Piers Clauses Act, 1847,” and of Sections 13 to 19, both inclusive (“Protection to Navigation”), of “The Railways Clauses Act, 1863 ;” and the Bill should state that in construing those Sections of the last-mentioned Act, the words “Work” and “Railway” shall be taken to mean the Pier, Esplanade, and Works connected therewith, authorised by this Bill.

The Bill does not propose to incorporate either of these enactments.

Board of Trade,
March 1866.

T. H. Farrer.

RAILWAY AND CANAL, &c. BILLS.

[*Bray Improvement Bill.*]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

15—CCCVII.

Under 1 oz.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
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RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Bristol Harbour Junction Railway and Wharf Depôt Bill.

It is proposed by this Bill to enable the Great Western and the Bristol and Exeter Railway Companies—

To make a “ Harbour Railway ” in Bristol (57 chains), from the goods lines of the Great Western Railway, in the parish of Temple, to the south side of the Floating Harbour, in the parish of Bedminster;

To make a wharf called “ The Wharf Depôt,” at the termination of “ The Harbour Railway,” between the Bristol Floating Harbour and Bathurst Basin;

To purchase Princes-street Bridge and the tolls thereof, either alone or jointly with the Corporation of Bristol;

To appoint a joint Committee for the construction and management of the Railway;

To enter into agreements with each other with respect to the working and profits of the proposed Railway, and the interests of the two Companies therein;

And to raise by new ordinary or preference shares, in their respective undertakings, further sums not exceeding in the whole 165,000 *l.* (or in the event of the Corporation providing “ The Wharf Depôt,” 115,000 *l.*), in such proportions as they may agree upon; and by loan one-fourth of the whole sum which they respectively contribute.

It is also proposed by this Bill to enable the Corporation of Bristol—

To elect to provide “ The Wharf Depôt ” in lieu of the two Companies above mentioned (in which event the two Companies are to be entitled to the use of “ The Wharf Depôt,” to be settled by agreement or arbitration), and to be the sole purchasers of Princes-street Bridge;

To borrow for that purpose a sum of 50,000 *l.* on mortgage of the Dock Estate, and the Wharfage Rates, and the Town and Mayor’s Dues;

And to enter into agreements with the two Companies jointly with reference to the construction, working, and use of the proposed “ Harbour Railway.”

Sections 4 and 40. After “ subject to the provisions of this Act,” should be added, “ and of the Acts and parts of Acts incorporated herewith.” Observations.

Section 11. With respect to the proposed power to borrow and re-borrow, it seems to be a question whether the Bill should not declare that if monies borrowed be paid off out of the *income* of the Dock Estate, or out of the Wharfage Rates, the sums so paid off shall not be again borrowed.

Section 14. It would be in accordance with the practice of Parliament to subject the purchasers of the bridge to the liabilities, duties, and obligations of the vendors, as well as to enable them to exercise their powers.

Sections 15 and 33. It seems to be a question whether these powers of making agreements do not render proper the incorporation in the Bill of Part III. (relating to working agreements) of "The Railways Clauses Act, 1863."

Section 37. It is usual, and it seems desirable, to incorporate besides the clauses of "The Companies Clauses Consolidation Act, 1845," here mentioned, the clauses of that Act with respect to the forfeiture of shares for non-payment of calls; the general meetings of the Company, and the exercise of the right of voting by the shareholders; the making of dividends; and the giving of notices.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Bristol Harbour Junction Railway and Wharf
Depot Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

L5—C10CVIII.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS,
DOCKS, and TIDAL WATERS, of this Session.”

Combmartin and Ilfracombe Road Bill.

IT is proposed by this Bill to constitute Her Majesty's justices of the peace for Objects.
the county of Devon and the other persons specified in the Bill “Trustees of the
Combmartin and Ilfracombe Turnpike Road,” and to authorise them—

To make a Road commencing at Rose Bridge, Combmartin, skirting the
shore, and terminating at the present turnpike road from Barnstaple to
Ilfracombe, near Hillsborough-terrace, Ilfracombe :

To take tolls for the Road :

To borrow the sums specified as subscribed in the Schedule, amounting
to 3,175 *l.*, and a further sum of 3,825 *l.*

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following Tidal Waters.
instance, viz. :—

The limits of deviation extend below high-water mark at Combmartin
Harbour.

Such interference renders proper the insertion in the Bill of a provision to
the effect of Section 17 (Prohibition of Deviation without consent of Board of
Trade) of “The Railways Clauses Act, 1863,” “Road” being substituted for
“Railway.”

Board of Trade,
March 1866.

T. H. Farrer.

RAILWAY AND CANAL, &c. BILLS.

[*Combarnin and Iffracombe Road Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

=====
Ordered, by The House of Commons, to be Printed,
9 February 1866.
=====

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and Bills relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Forth and Clyde Navigation Bill.

It is proposed by this Bill to authorise the Company of Proprietors of the Objects. Forth and Clyde Navigation—

To make the following Canals in the county of Lanark, viz. :—

No. 1 (8 miles 14 chains), from the Company's Monkland Canal, in the parish of Old Monkland, to a point in the parish of Cambusnethan :

No. 2 (1 mile 56 chains), in the parish of Cambusnethan, from the termination of No. 1 to a point near the bridge of the East and West Lanarkshire Turnpike Road (from Edinburgh to Ayr) over the Clyde :

To borrow any sum not exceeding one-third of the Company's share capital, from time to time actually expended.

It is also proposed to authorise assignment of the mortgages of the Company by indorsement, without registration and without stamp duty, if an increased *ad valorem* duty is paid on their first issue.

Section 4. After “subject to the provisions of this Act” should be added, *Observations.* “and of the Acts and parts of Acts incorporated herewith.”

Section 6. With reference to this power of borrowing one-third of the amount of the Company's share capital, it may be observed that it would be in accordance with the practice of Parliament to set forth in the Bill the amount of the authorised share capital of the Company, so as to show the maximum amount which may be borrowed under this power; and also to state, that the new limit of the borrowing power includes the sum already owing by the Company on mortgage.

It is to be observed that the Bill does not authorise the raising of any money by shares, and does not make the exercise of the new borrowing power dependent on the previous issue and part payment of any shares in the Company's undertaking.

Sections 11 to 53. It may deserve consideration whether, with a view to conformity with the law relating to Railways, Sections 11 to 53 of this Bill should not be omitted, and in lieu thereof, Sections 7 to 68, both inclusive, of “The Railways Clauses Consolidation (Scotland) Act, 1845,” should not be incorporated in the Bill, with the explanation that the word “Railway” shall be taken to mean the canal and works authorised by this Bill. The clauses in this Bill, the omission of which is now suggested, for the most part, resemble the corresponding clauses of the General Act, but in some instances differ to the disadvantage of the public; as in Section 12, where deviation for 130 (instead of 100) yards is authorised, and the consent of the road authority is not required for the alteration of the road; and in Section 29, where the Company is not bound to enlarge a bridge if the road is widened; and Section 38, where the Company is not required to

give compensation in lieu of accommodation works; and Section 43, where *two* years instead of *five* is allowed for claims of accommodation works (though *seven* years is allowed for completion). The Bill also contains no provisions respecting the disturbance of gas and water-pipes, such as are contained in the General Act.

Section 56. *Five*, not *seven*, years, as here proposed, is the term usually allowed for completion.

Section 60. It would be in accordance with the practice of Parliament to add, after "General Act relating to Canals," the words "now in force, or:" and to reserve the power of revising, under the authority of Parliament, the tolls and charges authorised by this or the recited Acts.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Forth and Clyde Navigation Bill.*]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

15—CCCC.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable the House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

North Walsham and Dilham Canal Bill.

It is proposed by this Bill—

Objects.

To repeal the following portions of the Act 52 Geo. 3, c. 69 (which incorporated the Company of Proprietors of the North Walsham and Dilham Canal Navigation), viz :

Section 2, which requires the Company to maintain works for preserving the water of the River Ant for the use of certain mills ;

Sections 54, 63, and 64, relating to the shareholders and committee of management of the Company ;

Section 84, which prohibits the erection of any lock, weir, or other obstruction in the then navigable parts of the Rivers Ant and Bure, or in the streams extending therefrom to Dilham Staiths, or in the part of the canal between Dilham Mill and the Rivers Ant and Bure :

To authorise the Company to sell or lease their undertaking, with the approval of the Board of Trade, but not so as to authorise the closing of the Canal.

Section 2. With respect to the proposed repeal of the 84th section of the Act 52 Geo. 3, which prohibits the making certain works in parts of the navigation, the Board of Trade have no information as to the grounds for such repeal. It may deserve consideration whether any alteration which may be made in the enactment in the 84th section should not be subject to a reservation that no obstruction shall be made in the navigable waters which shall cause them to cease to be navigable. Observations.

Section 5. The Bill does not, as is usual in like cases, state to what parties, whether Companies or individuals, or both, the undertaking may be transferred.

Reference may be made to the Observations on “ Railway and Canal Companies ” in the General Report of the Board of Trade on Railway, &c., Bills of this Session, page 26.

It seems to be a question whether the practice of Parliament does not require, in reference to the proposed power to sell, that there be inserted in the Bill a clause for the general saving of rights, similar to Section 55, in Part V. (relating

to amalgamation) of "The Railways Clauses Act, 1863, and in reference to the proposed power to lease, that there be inserted a provision that any lease shall contain a covenant by the lessee to keep the canal and works comprised in the lease in a proper state of repair.

The Bill does not, as is usual, provide for the dissolution of the Company on the transfer of their undertaking and distribution of the purchase money.

Section 6. It may deserve consideration whether the Board of Trade would not be better able to exercise this power of approval with advantage to the public if a provision were added for giving public notice of the intention to transfer or lease, such as is contained in Section 24 of "The Railways Clauses Act, 1863.

Section 8. This clause providing that if a shareholder cannot be found, his share of the purchase money may be distributed among the other shareholders is unusual. The ordinary provision is, that unclaimed shares are to be paid into the Court of Chancery.

It is to be observed, that no provision is made for payment out of the purchase money in case of sale, of any debts or liabilities of the Company which may be then subsisting.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*North Walsham and Dilham Canal Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed
9 February 1866.

15—CCCCXI.

Under 1 oz.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Pagham Harbour Bill.

IT is proposed by this Bill to incorporate “The Pagham Harbour Reclamation Company,” with a capital of 25,000 *l.*, in 10 *l.* shares, and 8,500 *l.* (reducible by the amount received for the sale of lands), on loan, and to empower them,—

Objects.

To execute reclamation works in Pagham Harbour, in the County of Sussex.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz. :—

Tidal Waters.

A cut or channel, with all proper sluices, culverts, sluice gates, locks, &c., about 154 yards long, on the northern side of the Low Water Channel of Pagham Harbour, commencing at low-water mark about 36 yards south-east of the Coast Guard hut near the mouth of the harbour, and terminating in the bed of the sea :

An embankment commencing near Adames Sluice, and crossing the mouth of the Harbour to a point on Selsea (otherwise Wallend) Beach :

An embankment, commencing at the termination of the above-mentioned embankment, and running inside Selsea Beach to a point where the high road leading from Park Coppice to Selsea Church abuts on the sea wall which forms the western boundary of Pagham Harbour.

Such interference renders necessary the incorporation in the Bill of Section 17 of “The Railways Clauses Consolidation Act, 1845,” and of Sections 13, 18, and 19, of “The Railways Clauses Act, 1863.”

The Bill omits to incorporate the 17th Section of the Act of 1845, and Section 18 (abatement of work abandoned or decayed) of the Act of 1863.

Board of Trade,
March 1866.

T. H. Farrer.

RAILWAY AND CANAL, &c. BILLS.

[Pegham Harbour Bill.]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Belfast Central Railway Bill.

It is proposed by this Bill—

Objects.

To enable the Belfast Central Railway Company—

To construct a new Road or Street from Oxford-street, near May-street, to East Bridge-street, near John-street, and to continue, widen, and improve Annette-street, between Verner-street and Stewart-street, in Belfast;

To abandon the formation of the circular road or street between Oxford-street and East Bridge-street, authorised by their Act of 1864;

To authorise the Corporation of Belfast and the Belfast Central Railway Company, jointly or severally—

To widen, divert, and improve Lagan-street, between Verner-street and Welsh-street, Belfast;

To widen, cross, divert, alter, stop up, and appropriate the several streets in Belfast specified in Section 9 of the Bill, as shown in the deposited Plans;

To make agreements with one another respecting the lands required for, and the construction and maintenance of, the proposed works:

To authorise the Corporation of Belfast to close any market of which the site is required for the purposes of this Bill, and to establish a new market in lieu thereof.

Sections 4, 6, 9 and 12. It would be more accurate, and it seems desirable, Observations.
to add, after “subject to the provisions of this Act,” in each of these clauses, the words “and of the Acts and parts of Acts incorporated herewith.”

Section 5. It is usual in Irish Railway Acts to provide that certificates for the correction of omissions in the deposited Plans shall be deposited, not with the “Clerks of the Peace” as in this clause, but with the Clerks of Unions.

Section 14. This clause, respecting the alteration of gas and water pipes, does not impose a penalty for the interruption of the supply, as is done by Section 23 of “The Railways Clauses Consolidation Act, 1845.”

It appears to be a question whether the works for forming and altering streets to be authorised by this Bill, should not be subject to the provisions of the last-mentioned General Act, as was provided in “The Belfast Central Railway Act, 1864,” with respect to similar operations thereby authorised.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Belfast Central Railway Bill.*]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Bridport, Lyme, and South Coast Railway Bill.

It is proposed by this Bill to incorporate “The Bridport, Lyme, and South Coast Railway Company,” with a capital of 300,000 *l.*, in 10 *l.* shares (divisible into preferred (6 per cent.) and deferred half-shares), and 100,000 *l.* on loan; and to empower them—

To make the following Railways, viz.;

No. 1 (5 miles 72 chains), No. 3 (2 miles 20 chains), and No. 4 (3 miles 64½ chains), forming a continuous line from the Bridport Railway at the Bridport Station, by Whitchurch and Charmouth, to a point near the Cemetery at Lyme Regis; and—

No. 2 (7 miles 10 chains), from No. 1, at its termination at Whitchurch, to a double junction with the Yeovil and Exeter Line of the London and South Western Railway, in the parish of Thorncombe:

To enter into arrangements with the Great Western and the London and South Western Railway Companies, or either of them, respecting the working of the proposed Railways, and the traffic of the Railways of the contracting Companies.

Sections 5 and 9. After “Subject to the provisions of this Act,” should be Observations added, “and of the Acts and parts of Acts incorporated herewith.”

Section 5. As the proposed Railways are to have junctions with the Bridport Railway, which is on the broad gauge, and with the Yeovil and Exeter Railway, which is on the narrow gauge, it seems desirable that the Bill should specify the intended gauge of the proposed Railways.

Sections 35 and 44. With respect to the proposed short distance “of six miles,” it seems to be a question whether it does not exceed that usually allowed in like cases.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Bridport, Lyme, and South Coast Railway
Bill.*]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL Bills, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Great Northern and Great Eastern Railway Companies Arrangements (Spalding to Lincoln) Bill.

It is proposed by this Bill—

To vest in the Great Northern and the Great Eastern Railway Companies Objects. jointly, so much of the Loop Line of the Great Northern Railway as lies between Spalding and Gainsborough (passing by Boston and Lincoln), and also the powers conferred on the Great Northern Railway Company by the Great Northern Railway (Spalding to March) Act, 1863, and the Great Northern Railway (Doncaster to Gainsborough) Act, 1864:

To reduce the borrowing powers of the Great Northern Railway Company to the extent of any principal sum which they receive from the Great Eastern Railway Company in discharge of purchase money; the money so received to be applied towards the discharge of mortgages of the Great Northern Railway Company:

To provide for the management of the joint undertaking by a joint committee of Directors of the two Companies:

To enable such joint committee to make a Railway (No. 1), 28 miles 70 chains in length, from the Loop Line of the Great Northern Railway at the Spalding station to the same line at Bardney; and a Railway (No. 2), 65 chains in length, at Washingborough, between two points in the Loop Line:

To enable each of the two Companies to raise 180,000 £. by new shares, ordinary or preferential, and 60,000 £. by loan:

To enable the Great Eastern Railway Company to raise the amount of the purchase money of their interest in the joint undertaking, by new shares, ordinary or preferential, and a further sum, equal to one-third of that amount, by loan:

To give Running Powers—

To the Great Eastern Railway Company over the portion of the Great Northern Railway, between the intended junction therewith at Doncaster of the authorised Gainsborough to Doncaster line, and the West Riding, and Grimsby Railway, including the use of the station at Doncaster, of the Great Northern Railway:

To the Great Northern Railway Company over the whole of the railways of the Great Eastern Railway Company, for traffic on and over the Loop Line conveyed by way of March:

And to enable the two Companies to enter into working and traffic arrangements, and to interchange traffic facilities with the Manchester, Sheffield, and Lincolnshire Railway Company.

Observations.

Sections 2 and 42. The proposal to authorise working agreements (Section 42) seems to render necessary the incorporation of Part III. of "The Railways Clauses Act, 1863."

It is usual, and it seems desirable, besides the clauses of "The Companies Clauses Consolidation Act, 1845," here referred to, to incorporate the clauses of that Act, with respect to the General Meetings of the Company, and the exercise of the right of voting by the shareholders, the making of dividends, and the giving of notices.

Section 2. It seems to be a question whether the proposed application of Part V. of "The Railways Clauses Act, 1863," (relating to Amalgamation) should not be explained, as regards the expressions "amalgamated company" and "dissolved company," occurring in Part V.

Sections 28, 29 and 30. The Bill does not propose to enable the mortgagees under any of these clauses to obtain the appointment of a receiver.

Section 36. In the enumeration of proposed level crossings, there seems to be an erroneous repetition after "Dunston," where it first occurs in page 19.

Section 39. Reference may be made to the Observations on "Running Powers," in the General Report of the Board of Trade on the Railway &c. Bills of this Session, page 25.

Section 42. See above under Section 2.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Great Northern and Great Eastern Railway Companies Arrangements (Spalding to Lincoln) Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

15—CCCXV.

Under 1 os.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Heysham Pier Company (Railways) Bill.

It is proposed by this Bill to enable the Heysham Pier Company, incorporated in 1865— Objects.

To make two Railways, viz. :

No. 1 (3 miles 10 chains), from a junction with the North Western Railway, near the Morecambe Station, to the east end of the Company's authorised Heysham Pier, at the Far Naze, in the parish of Heysham; and
No. 2 (3 miles 50 chains), from a junction with the Lancaster and Carlisle Railway, near the crossing of the River Lune, to No. 1, at Heysham Four Lane Ends :

To reclaim a portion of the foreshore of Morecambe Bay and Half Moon Bay, adjoining the authorised Heysham Pier :

To raise further sums of 70,000 *l.* by new ordinary or preference shares, and 23,000 *l.* by loan :

To run over a portion of the North Western Railway at Morecambe Station and the portion of the Lancaster and Carlisle Railway, between the intended junction and Lancaster Station, and to use the stations at Morecambe and Lancaster :

To have traffic facilities by through booking and otherwise, from the Companies owning or working the above-named Railways and Stations :

And to enter into arrangements with the Midland and the London and North Western Railway Companies, or either of them, with respect to the working of the proposed Railways, and the traffic of the Railways of the contracting Companies.

Section 2. With respect to the explanation necessary to make the incorporated Railways Clauses Acts applicable to the intended reclamation works, Observations.
see the end of this Report.

It is usual, and it seems desirable, to incorporate with the Bill, besides the provisions of “ The Companies Clauses Consolidation Act, 1845,” here referred to, the provisions of that Act with respect to the general meetings of the Company, and the exercise of the right of voting by the shareholders, the making of dividends, and the giving of notices.

Section 5. With respect to the proposed powers to purchase and acquire and reclaim lands or the foreshore, it is to be observed, that the Bill in its present form does not subject the promoters, in respect of reclamation works, to any of the provisions usual in Acts which authorise the execution of works in tidal water: and does not contain the usual provisions for regulating the use and disposal of the reclaimed lands.

Section 10. The Bill does not propose to enable the mortgagees under this clause to obtain the appointment of a receiver.

Section 19. *See* the observations on "Running Powers" in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 25.

Section 23. The power to contract respecting the working of the Railways renders necessary the incorporation in the Bill of Part III. (relating to Working Agreements), of "The Railways Clauses Act, 1863."

Section 24. It appears to be a question whether the proposed short distance of *six* miles does not exceed that usually allowed in like cases. It may be observed that the charge in question might be made for all traffic between Morecambe Station and the Pier, or between Lancaster Station and the Pier, though in each case the distance would be considerably less than six miles.

As this Bill gives to a Company authorised to construct a pier, power to construct railways, it seems necessary to make the usual provision for securing equality of treatment to those who use the pier and not the railways, and *vice versa*.

Interference with Tidal Waters.

Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz. :

Railway No. 1 crosses an arm of Morecambe Bay, between Pot House and Throtshaw Point, cutting off access to Lower Heysham; it runs along the foreshore of Half-moon Bay, between Throtshaw Point and the point where Smith's Lane touches the foreshore nearest to the Near Naze; and it terminates on the authorised pier at the Far Naze. Power is taken to reclaim from the bed of the sea, in Half-moon Bay, a considerable extent of land, bounded by an imaginary line drawn seaward of and parallel to the authorised pier, from the point where Smith's-lane touches the foreshore nearest to Higher Heysham, as far as the extremity of the pier, and then turning southwards at right angles to the pier, meeting an imaginary line, also drawn parallel to the pier from a point 200 yards south of the termination of Railway No. 1.

Such interference renders necessary the incorporation in the Bill of Section 17 of "The Railways Clauses Consolidation Act, 1845," and of Sections 13 to 19, both inclusive ("Protection to Navigation"), of "The Railways Clauses Act, 1863." And the Bill should state that in construing those enactments the words "Work" and "Railway" shall be taken to mean the embankments and works connected therewith, as well as the railways authorised by this Bill.

The Bill proposes to incorporate these enactments, but does not contain the explanation here referred to.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[Heysham Pier Company (Railways) Bill.]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL BILLS, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

15—CCCXVI.

Under 1 oz.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

London, Brighton, and South Coast Railway (St. Leonard's and Hastings Lines) Bill.

It is proposed by this Bill to enable the London, Brighton, and South Coast Objects.
Railway Company—

To raise further sums of 200,000 *l.* by new ordinary or preferential shares, and 66,000 *l.* by loan :

To make certain new roads at and near Ashburnham, in Sussex :

To make the following Railways, viz.—

No. 1 (3 miles 45 chains), from the Company's Tunbridge Wells and Eastbourne Line (authorised in 1864) at Warbleton, to their St. Leonard's Line (authorised in 1865), at Herstmonceux, in substitution for Railway No. 2, authorised by the Company's (St. Leonard's Line) Act, 1865 :

No. 2 (40 chains), to connect Railway No. 2, authorised by the Company's (Ouse Valley Line) Act, 1864, with Railway No. 1, authorised by the Company's (Tunbridge Wells and Eastbourne Line) Act, 1864 :

No. 3 (1 mile 15 chains), from the proposed Railway No. 1, at Herstmonceux, to the Company's authorised Tunbridge Wells and Eastbourne Line, at Hellingly, in substitution for the portion of the Company's St. Leonard's Line (authorised in 1865), which lies between Herstmonceux and Hellingly :

No. 4 (2 miles 10 chains), from the Company's existing line at St. Leonard's station to Hastings :

Section 3. It is usual, and it seems desirable, to incorporate, besides the Observations.
clauses of “ The Company's Clauses Consolidation Act, 1845,” here referred to, the clauses of that Act with respect to the making of dividends and the giving of notices. There appears to be some error in lines 13, 14, and 15 of page 3.

Section 25. With respect to the Railways proposed to be substituted for portions of the Railways authorised by the Company's (St. Leonard's Line) Act, 1865, it may be observed, that to allow *five* years for the completion of the substituted Railways, may, in effect, postpone the opening of those already authorised lines from 1870 until 1871. If this is sanctioned it seems desirable to state the effect which the alteration is to have on the penalty for non-completion, under Section 29 of The London, Brighton and South Coast Railway (St. Leonard's Line) Act, 1865.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*London, Brighton, and South Coast Railway*
(*St. Leonard's and Hastings Lines*) Bill.]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

RAILWAY AND CANAL, &c. BILLS

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Merthyr, Tredegar, and Abergavenny Railway Bill.

It is proposed by this Bill to enable the Merthyr, Tredegar, and Abergavenny Railway Company, to raise further sums of 50,000 *l.* by new ordinary or preference shares, and 16,600 *l.* by loan ; such sums and also sums raised and expended by the Company under their Act of 1863, to be guaranteed by the London and North Western Railway Company, as part of the Company's share and loan capital within the agreement confirmed by the Merthyr, Tredegar, and Abergavenny Railway (Leasing) Act, 1862. Objects.

Section 2. It is usual, and it seems desirable, to incorporate, besides the clauses of “The Companies Clauses Consolidation Act, 1845,” here referred to, the clauses of that Act with respect to the general meetings of the Company and the exercise of the right of voting by the shareholders, the making of dividends, and the giving of notices. Observations.

Section 11. The Bill does not propose to enable the mortgagees under this clause to obtain the appointment of a receiver.

Section 18. At the end of this clause for the words “this Act” should be substituted the words “the recited Acts.”

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Merthyr, Tredegar, and Abergeenny Railway
Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of SESSION 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Neath and Brecon Railway and other Companies Bill.

It is proposed by this Bill to provide for the amalgamation of the Neath and Brecon, the Central Wales, the Central Wales Extension, the Knighton, the Swansea Vale and Neath and Brecon Junction, the Swansea Vale, the Brecon and Merthyr Tydfil Junction, and the Bishops' Castle Railway Companies, and the Cambrian Railways Company, at any time, and on any terms which may be agreed on between those nine Companies, by dissolving the nine Companies, and incorporating the shareholders under the name of “The Welsh Midland Railway Company.” Objects.

The Bill further provides that the nine Companies, or any of them, either before or after amalgamation, may—

Grant a lease of their respective undertakings, for any term of years to the London and North Western, the Great Western, and the Midland Railway Companies, or any or either of those Companies :

Enter jointly or separately into agreements with the London and North Western, the Great Western, and the Midland Railway Companies, or any two of them, with respect to the working and traffic of the Railways and works of the nine Companies, or such of them as may be parties to the Agreement.

Reference may be made to the Observations on “Amalgamation, Sale, and Lease” in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 24. Observations.

With respect to the proposed indefinite power to amalgamate “upon such terms and conditions as the nine Companies agree upon,” it is to be observed that the Bill contains no provisions for regulating the maximum amount of the share capital and the borrowing powers of the new Company ; for preventing duplication of capital where one of the Companies has been authorised to subscribe to the capital of another of them ; for promoting an alteration of the terms of any preference or guarantee without the consent of the parties interested ; or for defining the “short distance” for traffic conveyed on more than one of the lines which become amalgamated.

Section 16. Reference may be made to the Observations on "Amalgamation Sale, and Lease," including "Publication of Notice of Transfer," in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, pages 24 and 25.

The proposed power to lease seems to render proper the incorporation with the Bill of Sections 112 and 113 (with respect to leasing the Railway) of "The Railways Clauses Consolidation Act, 1845."

The Bill does not contain the usual provisions for the deposit of a copy of the Deed of Lease with the Clerk of the Peace, and for publication of the Notice of Transfer.

Sections 16 and 19. It is usual to define expressly the "short distance" for traffic passing partly over one Railway and partly over another, under a lease, or a working or traffic arrangement, such as is proposed to be authorised by these clauses.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Neath and Brecon Railway and other
Companies Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

15—CCCCXIX.

Under 1 os.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Shrewsbury and Potteries Junction Railway (Extensions) Bill.

It is proposed by this Bill—

To enable the Shrewsbury and Potteries Junction Railway Company Objects.
(incorporated in 1865)—

To make the following Railways, viz. :—

No 1 (5 miles 60 chains) from a Junction near Moat Hall, with the Moat Hall Line, authorised in 1863, of the Shrewsbury and North Wales Railway, to a Junction at Minsterley, with a Line of the Bishop's Castle Railway, authorised in 1865 :

No. 2 (11 miles 60 chains) from No. 1 at Pontesbury to a Junction at Lydham, with a Deviation Line of the Bishop's Castle Railway Company, authorised in 1865 :

No. 3 (1 mile 50 chains) from No. 1 at Minsterley to Asterley :

To raise further sums of 350,000 *l.* by new ordinary shares, divisible into preferred and deferred half-shares, and 116,000 *l.* by loan, or one half of those amounts only, if the Bishop's Castle Railway Company become joint owners of the proposed Railways :

To enable the Bishop's Castle Railway Company to become joint owners with the Shrewsbury and Potteries Junction Railway Company of the proposed Railways; and for that purpose to raise 175,000 *l.* by shares, preferential or ordinary, and divisible into preferred and deferred half shares, and 58,000 *l.* by loan :

To provide for the management of the proposed Railways (if jointly owned) by a Joint Committee:

To give running powers—

(1.) To the Shrewsbury and Potteries Junction Railway Company over (A) the Moat Hall Railway of the Shrewsbury and North Wales Railway Company, (B) the portion of the authorised Line of the Bishop's Castle Railway Company between the Junction therewith of Railway No. 2 and Bishop's Castle, (C) the Railways of the Bishop's Castle Railway Company between Minsterley and Montgomery (including the stations at those places), (D) the Railways of the Drayton Junction Railway Company, and (E) any deviation in the above Railways and portions of Railways authorised this Session :

(2.) To the Bishop's Castle Railway Company over (A) the Shrewsbury and Potteries Junction Railway between Shrewsbury and Meol Brace, (B) the Moat Hall Railway of the Shrewsbury and North Wales Railway Company, and (C) any deviations authorised this Session :

(3) To the Drayton Junction Railway Company over the Shrewsbury and Potteries Junction Railway, and any deviation authorised this Session :

And to enable the Shrewsbury and Potteries Junction Railway Company to enter into arrangements with the Shrewsbury and North Wales, and the Bishop's Castle Railway Companies with respect to the working and traffic of the said Railways.

Observations.

Section 2. It is usual, and it seems desirable, besides the clauses of "The Company's Clauses Consolidation Act, 1845," herein mentioned, to incorporate the clauses of that Act with respect to the general meetings of the Company, and the exercise of the right of voting by the shareholders, the making of dividends, and the giving of notices.

Sections 4, 10, and 16. It would be more accurate, and it seems desirable, to add, after "Subject to the provisions of this Act," the words, "and of the Acts and parts of Acts incorporated herewith."

Section 29. The Bill does not propose to enable the mortgagees under this clause to obtain the appointment of a receiver.

Section 57. Reference may be made to the observations on "Dimensions of Bridges," in the General Report of the Board of Trade on the Railway, &c Bills of this Session, page 26.

Section 59. With reference to the daily penalty as the security for completion, it may be observed that the original line of the Shrewsbury and Potteries Junction Railway Company is not opened for traffic.

Sections 61, 62, and 63. Reference may be made to the observations on "Running Powers" in the above-mentioned General Report, page 25.

Section 70. In these provisions for a "short-distance charge," the case of the "other railway" being the Drayton Junction Railway (*see* Sections 61 and 63), seems unprovided for.

Board of Trade,
March 1866.

W. D. Fare.

RAILWAY AND CANAL, &c. BILLS.

[*Shrewsbury and Potteries Junction Railway
(Extensions) Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

15—CCCXX.

Under 1 oz.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

South Devon Railway Bill.

It is proposed by this Bill to enable the South Devon Railway Company— Objects.

To make a new road and a new lane, and stop up certain existing roads in the parish of St. Andrew, Plymouth :

To enlarge and improve their station accommodation at Plymouth :

To widen and enlarge the bridges which carry the South Devon Railway across King-street and Union-street respectively, in the parish of St. Andrew, Plymouth, and the bridge carrying the Cornwall Railway across Deadlake-lane, in the parish of Stoke Damerel :

To raise further sums of 150,000 *l.*, by new ordinary or preferential (6 per cent.) shares, and 50,000 *l.* by loan :

To purchase, take, and hold, “any shares which they think fit,” in the capital of the Launceston and South Devon Railway Company :

To guarantee interest, not exceeding six per cent., on all or any part of the share capitals of the Launceston and South Devon and the Dartmouth and Torbay Railway Companies respectively :

To enter into and carry into effect agreements with the Teign Valley, the Launceston and South Devon, and the Dartmouth and Torbay Railway Companies respectively, for the transfer of their undertakings to the South Devon Railway Company, and for the amalgamation of those Companies with the South Devon Railway Company.

It is also proposed by the Bill to authorise the South Devon and the Dartmouth and Torbay Railway Companies jointly, or either of them separately, to accept a transfer or lease, from the Dartmouth Harbour Commissioners, of certain works at Dartmouth Harbour.

Section 3. It is usual, and it seems desirable to incorporate, besides the clauses of “The Companies Clauses Consolidation Act, 1845,” here mentioned, the clauses of that Act with respect to the General Meetings of the Company, and the exercise of the right of voting by the shareholders, the making of dividends, and the giving of notices. Observations.

Sections 5, 9, 21, 25, and 29. After “Subject to the provisions of this Act,” in each of these clauses should be added, “and of the Acts and parts of Acts incorporated herewith.”

By Section 11 it is proposed to enable the South Devon Railway Company to purchase, take, and hold “any shares which they think fit,” in the capital of the Launceston Company ; and to apply to that purpose any moneys which they are by this Act authorised to raise.

The practice of Parliament appears to require that the maximum amount for which the South Devon Railway Company may subscribe or otherwise hold shares in the capital of the Launceston Company, should be defined in the Bill.

It is also to be observed with reference to the proposed powers to raise a sum of 150,000 *l.* by shares (Section 7), and a sum of 50,000 *l.* by borrowing (Section 14), that it would not be in accordance with the practice of Parliament, that the South Devon Railway Company should be empowered to raise money by borrowing for the purpose of a subscription, or to acquire a new borrowing power in respect of share capital to be created by them for the purpose of a subscription, to the capital of another Company.

Section 13. With reference to this power to guarantee interest or dividend, it is to be observed that the Bill does not contain the usual saving of the priority of existing guarantees and preferences granted by the Company.

Section 14. The Bill does not propose to enable the mortgagees under this clause to obtain the appointment of a receiver.

Sections 20, 24, and 25. Reference may be made to the observations on "Amalgamation, Sale, and Lease," including those on "Public Notice of Transfer," in the General Report of the Board of Trade on the Railway, &c., Bills of this Session, pages 24 and 25.

The Bill does not contain the usual provisions for the deposit of a copy of the instrument of transfer with the clerk of the peace, or for the publication of a notice of the change of ownership of the railway.

It would be in accordance with the practice of Parliament, to state in the Bill in each of the three cases, not only the amount of the authorised capitals of the three Companies, but the present particulars of such capitals and of the unexercised money powers of the three Companies, with a statement of the amount of shares, if any, held by the South Devon Railway Company in those respective capitals.

Sections 22, 26, and 30. It may be observed, that the practice of Parliament seems to require, with a view to prevent duplication of capital, that regard be had to any such subscription, in authorising (as is proposed in Sections 22, 26, and 30 of the Bill) the South Devon Railway Company to increase their capital for the purpose of amalgamation. The Bill contains no provision either for this, or for a deduction from the amount of increased capital, in the case of an amalgamation with the Launceston Company, in the event of any shares in that Company being acquired by the South Devon Railway Company, under the provisions of this Bill.

It is further to be observed, that the Bill does not provide that the increased capital which the South Devon Company may create for the purpose of an amalgamation, shall not exceed the amount of the capital of the dissolved Company.

The usual provisions that new shares shall not vest until one-fifth is paid up, and that existing preferences shall have priority over the new preferential capital, are not contained in this Bill, with reference to share capital to be created for the purpose of any amalgamation.

Section 33. With respect to the proposed penalty for passing on the Railway after having received warning, it is to be observed that Section 16 of the general Act, 3 & 4 Vict. c. 97, provides a penalty for wilful trespassing on a Railway.

If the proposed special enactment be sanctioned, it would seem to be proper to provide that public notice of it be kept affixed upon the Company's lines, and that no person shall be subject for the same offence to prosecution under the general Act, and also under the special Act.

Section 36. It seems proper to make this clause apply to the Railways of the several Companies to which the Bill relates; and to reserve the revision of rates "authorised by any of the Acts relating to those Companies, or to any of them," in substitution for the erroneous expression at the end of this clause, "in respect of the works authorised by this Act."

Interference with Tidal Waters.

On the proposed interference with tidal waters in this case, the Board of Trade Tidal Waters. have no observations to make, the intended works being within the limits of the Harbour of Plymouth, over which the Admiralty has retained its jurisdiction, pursuant to the 9th Section of "The Harbours Transfer Act, 1862."

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*South Devon Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

15—CCCCXI.

Under 1 oz.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

*South Eastern and London, Chatham, and Dover (London, Lewes, and Brighton)
Railways Bill.*

By this Bill it is proposed to enable the South Eastern and the London, Chat- Objects.
am, and Dover Railway Companies—

To construct and use jointly the following new Railways, of an aggregate
length of 56 miles 22 chains, viz. :—

Railway No. 1 (1 mile 22 chains) and Junction Railway No. 1 (27 chains), from junctions near the Lower Sydenham Station, with the Mid-Kent Railway (Lewisham and Beckenham) down and up lines, and Railway No. 2 (74 chains) and Junction Railway No. 2 (48 chains), from junctions near the Penge Station with the London, Chatham, and Dover Railway Metropolitan Extension down and up lines, to a point on the north side of the High-street, Beckenham; Railways No. 3 (14 miles 33 chains), No. 4 (24 miles 24 chains), and No. 5 (8 miles 58 chains), forming a continuous line from the termination of Railways No. 1 and No. 2 at Beckenham, passing by Limpsfield, the east side of East Grinstead, the west side of Lewes, Ovingdean, and the north side of Kemp Town, to a point between Edward-street and Saint James-street, near the east side of Pavilion Parade, at Brighton :

Edenbridge Junction Railway (33 chains) and Godstone Junction Railway (35 chains) to connect Railway No. 3, eastward and westward, with the South Eastern Railway, about midway between its Edenbridge and Godstone stations :

Westerham Branch (2 miles 58 chains) and Junction Railway No. 4 (43½ chains), to connect Railway No. 3 south-eastward and north-eastward at Titsey, with the authorised Westerham Branch of the South Eastern Railway, at the north-east of Westerham :

Lewes Goods Branch (43 chains), from a point in Railway No. 4 south-eastward, at Lewes :

Newhaven Junction Branch (1 mile 3 chains), from a point in Railway No. 5, at the south-west of Lewes, to a junction with the Hastings Line of the London, Brighton, and South Coast Railway, near the commencement of its Newhaven Branch :

To raise a capital of 2,250,000 *l.* by “ London, Lewes, and Brighton Extension Shares,” of 10 *l.* each (divisible into preferred (6 per cent.) and deferred half shares), and 750,000 *l.* by loan :

To contract with each other with respect to the working and traffic of the new Railways, and the interests of the two Companies therein, and with respect to the use of their Metropolitan Stations :

To run over the portion of the London, Brighton, and South Coast Railway, between the intended junction therewith near Lewes and Newhaven, and to use the stations, piers, and other works at Newhaven Station and harbour, and

to have traffic facilities at Newhaven from the London, Brighton, and South Coast Railway Company.

The Bill provides for the construction and management of the new Railways by a joint Board of 14 members, of which four are to be Directors of the South Eastern Railway Company, four are to be Directors of the London, Chatham, and Dover Railway Company, and the remaining six are to be appointed by the holders of the new capital.

Observations.

Sections 5, 10, and 17. In each of these clauses, after "subject to the provisions of this Act," should be added "and of the Acts and parts of Acts incorporated herewith."

Section 9. It is to be observed that the holders of the "London, Lewes, and Brighton Extension Shares" are not constituted a Company, nor is it provided that they shall be shareholders in either of the two existing Companies.

Section 58. See observations on "Running Powers" in the general Report of the Board of Trade, on the Railway, &c. Bills of this Session, page 25.

Section 65. It seems to be a question whether, in respect of traffic passing through, between the intended Railways and the existing lines of the two Companies, there should not be inserted in this Bill the usual provision for a single "short distance" charge, where traffic is conveyed over two or more Railways worked together.

Interference with Tidal Waters.

Tidal Waters.

Interference with Tidal Waters is proposed by this Scheme in the following instances, viz. :—

Railway, No. 4 crosses the river Ouse twice in the parish of Hamsey above Lewes, in each case by a bridge 30 feet wide, and 15 feet high.

It also crosses the same river, between the parishes of South Malling and Saint John under the Castle, Lewes, by a bridge 30 feet wide, and 20 feet high.

Such interference renders necessary the incorporation in the Bill of "The Railways Clauses Consolidation Act, 1845," and of Sections 13 to 19, both inclusive ("Protection to Navigation"), of "The Railway Clauses Act, 1863."

The Bill proposes to incorporate both of these enactments.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*South Eastern, and London, Chatham, and
Dover (London, Lewes, and Brighton)
Railways Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

15—CCCXII.

Under 1 oz.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Tamar, Kit Hill and Callington Railway Bill.

It is proposed by this Bill:—

To enable the Tamar Kit Hill, and Callington Railway Company, incorporated in 1864— Objects.

To raise further sums of 40,000 *l.*, by new ordinary or preference shares and 13,300 *l.* by loan :

To lay down lines of rails for the broad gauge in addition to the narrow gauge :

To take higher tolls and maximum rates for goods and animals than were authorised by their Act of 1864 :

To enter into arrangements with the Saltash and Callington, the South Devon, the Bristol and Exeter, and the Great Western Railway Companies, or with any one or more of them, with respect to the working of the Company's Railway and the traffic of the Railways of the contracting Companies.

Section 2. It is usual, and it seems desirable, to incorporate, besides the clauses of “The Companies Clauses Consolidation Act, 1845,” here referred to, the clauses of that Act with respect to the general meetings of the Company, and the exercise of the right of voting by the shareholders, the making of dividends, and the giving of notices. Observations.

Section 7. The Bill does not propose to authorise the mortgagees, under this clause, to obtain the appointment of a receiver.

Section 12 authorises the construction of the broad gauge in addition to the narrow gauge. It is to be observed that in the Preamble, page 4, mention is made of the expediency of empowering the Company “to lay down additional lines for the broad gauge, or to lay down the broad gauge only upon their Railway.”

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Tamar, Kit Hill and Callington Railway
Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Waterford and Limerick Railway (Arrangements) Bill.

It is proposed by this Bill to authorise the Waterford and Limerick Railway Company—

To enter into arrangements with the Great Southern and Western and the Dublin, Wicklow, and Wexford Railway Companies, or either of them, with respect to the working and traffic of the Railways of any of the contracting Companies:

To enter into arrangements with the Great Western Railway Company, with respect to the interchange of traffic, and division of receipts therefrom.

Section 6. With reference to the proposal to authorise traffic arrangements between an Irish Railway Company and an English Railway Company, it may be observed that in the “London and North Western Railway (Traffic Arrangements) Act, 1864,” which authorised traffic arrangements between the London and North Western Railway Company and certain Irish Railway Companies and Steam Packet Companies, provision was made for the publication of notice of any traffic arrangement in the Gazettes, and for the furnishing of a copy, at a fixed price, to any person applying for it; and for admitting other carriers of traffic between England and Ireland, who desire it, to like arrangements. Observations.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Waterford and Limerick Railway*
(*Arrangements*) *Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS and TIDAL WATERS, of this Session.”

West Cork, Cork and Bandon, &c., Direct Railways Bill.

It is proposed by this Bill—

To enable the West Cork, the Cork and Kinsale Junction, the Cork and Bandon, and the Cork and Macroom Direct Railway Companies, or any two or more of them, to enter into agreements with respect to the working and traffic, and joint management of their Railways; and with respect to the payment of dividends and interest on shares and mortgages, and contributions and guarantees, by some of the companies to others of them. Objects.

It may deserve consideration whether Part III. (relating to Working Agreements) of “The Railways Clauses Act, 1863,” should not be incorporated in the Bill. If this were done, with a statement that all agreements under this Bill should be deemed to be agreements within the General Act, sections 3 to 8 of the Bill might be omitted. Observations.

It is to be observed that the Bill does not require, as section 24 of the General Act does, publication of notice of the intention to enter into an agreement. The power of approval given to the Board of Trade would be exercised more to the advantage of the public if such publication of notice were required.

The Bill does not provide (as section 23 of the General Act does) that the special meetings shall be called by circular to each shareholder; nor (as section 29 of the General Act does) that an alteration of an agreement by the parties shall be deemed an agreement for the purposes of the Bill.

Section 2. It seems to be a question whether the practice of Parliament does not require that the maximum rate of dividend or interest, and the maximum amount of a guarantee or contribution to be authorised by the Bill shall be defined in it.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*West Cork, Cork and Bandon, &c., Direct
Railways Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

West Drayton and Staines Railway Bill.

It is proposed by this Bill to incorporate “The West Drayton and Staines Railway Company,” with a capital of 75,000*l.* in 10*l.* shares, and 25,000 *l.* on loan, and to empower them—

To make a Railway (5 miles 53 chains) from a junction with the Great Western Railway, at a point near and at the east of the West Drayton Station to a junction with the Windsor Line of the London and South Western Railway at a point near and at the east of the Staines Station:

And to enter into arrangements with the London and South Western and the Great Western Railway Companies, with respect to the working of the proposed Railways, and the traffic of the contracting Companies.

Section 5. After “subject to the provisions of this Act,” should be added “and of the Acts, and parts of Acts, incorporated herewith.”

As the proposed Railway is to form junctions with the Great Western Railway, where it is laid with the mixed broad and narrow gauge rails, and also with the London and South Western Railway, it may be a question whether the intended gauge of the new Railway should not be specified in the Bill.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*West Drayton and Staines Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

West Riding and Grimsby Railway (Transfer) Bill.

It is proposed by this Bill that, so soon as the West Riding and Grimsby Railway Company shall have completed the Railways and works authorised by their original Act of 1862, with the exception of two branches to the Lancashire and Yorkshire Railway, and to the South Yorkshire Railway respectively, the undertaking and powers of the West Riding and Grimsby Railway Company (including their powers under the West Riding and Grimsby Railway (Extension) Act, 1865, c. 321) shall be vested in the Great Northern and Manchester, Sheffield and Lincolnshire Railway Companies jointly, and shall be managed by a joint committee of the two companies. Objects.

As the consideration for such transfer, the share capital (420,000*l.*) which the West Riding and Grimsby Railway Company were authorised to raise by their Act of 1862 (c. 211), and by their Act of 1865 (c. 259), and which they are stated in the Bill to have raised, is to be converted into Great Northern ordinary stock (210,000 *l.*) and Manchester, Sheffield, and Lincolnshire ordinary stock (472,500 *l.*)

The two purchasing Companies are to be jointly liable to the mortgage debts of the West Riding and Grimsby Railway Company ; and for the purpose of paying them off each Company is to be authorised to raise 70,000 *l.*, by mortgage or debenture stock.

Each of the two purchasing Companies is to be authorised to raise, for the purposes of the West Riding and Grimsby Railway (Extension) Act, 1865, (c. 321), additional sums of 200,000 *l.* by new ordinary and preference shares, and 66,600 *l.* by loan.

It is also proposed by the Bill to give running powers—

(1.) To the Great Eastern Railway Company, over the portion of the purchased lines between the junction therewith at Doncaster, of the authorised Gainsborough to Doncaster Line of the Great Northern Railway and Wakefield :

(2.) To the Great Northern Railway Company, over the portion of the South Yorkshire Railway (leased to the Manchester, Sheffield, and Lincolnshire Railway Company), between the respective junctions therewith of the purchased lines at Barnby Don, and of the Trent, Ancholme, and Grimsby Railway ; over the Trent, Ancholme, and Grimsby Railway ; and over the portion of the Manchester, Sheffield, and Lincolnshire Railway, between the junction therewith of the last named Railway and Great Grimsby :

(3.) To the Manchester, Sheffield, and Lincolnshire Railway Company, over the West Yorkshire, and the Leeds, Bradford and Halifax lines of the Great Northern Railway Company.

Observations.

Section 2. The reason for the incorporation of "The Lands Clauses Consolidation Acts Amendment Act, 1860," is not apparent.

Section 4. Reference may be made to the observations on "Amalgamation, Sale, and Lease," in the General Report of the Board of Trade on the Railway &c. Bills of this Session, page 24.

The whole of the undertakings of the West Riding and Grimsby Railway Company, including the Wakefield Station, are to be vested in the two purchasing Companies. It seems to be a question whether the West Riding and Grimsby Railway Company should not be expressly dissolved by the Bill. If that Company is not dissolved, some explanation seems requisite respecting the application of Part V. of "The Railways Clauses Act, 1863," which is incorporated with this Bill.

Section 17. Under the West Riding and Grimsby Railway Acts, 1862, (c. 211), and 1865, (c. 259), the shares and debenture debt of the West Riding and Grimsby Railway Company are guaranteed $4\frac{1}{2}$ per cent. by the Manchester, Sheffield and Lincolnshire Railway Company, and the South Yorkshire Railway and River Dun Company, to the extent of 410,000 *l.* shares, and 136,000 *l.* loan. (See above, page 3.) As the Bill proposes to convert the 410,000 *l.* guaranteed shares into ordinary stock of other Companies, the practice of Parliament seems to render necessary an inquiry how far the alteration is assented to by the guaranteed shareholders.

Section 19. By Sections 12, and 13, of "The West Riding and Grimsby Railway (Extension) Act, 1865" (c. 321), the Manchester, Sheffield, and Lincolnshire Railway Company are authorised to subscribe 250,000 *l.* to the undertaking authorised by that Act, and to raise that amount by shares.

This Bill authorises each of the Great Northern and the Manchester, Sheffield, and Lincolnshire Railway Companies to raise, for the purposes of the last-mentioned Act, 200,000 *l.* by shares, and 66,600 *l.* by loan.

Having regard to the terms of Section 39 of "The Railways Clauses Act, 1863," it seems necessary to provide expressly, that the two purchasing Companies shall not exercise the money powers conferred by the West Riding and Grimsby Railway Acts, in addition to the powers conferred by the Bill.

The powers to raise additional capital render necessary the incorporation with the Bill of the usual clauses of "The Companies Clauses Consolidation Act, 1845," and of Part II. of "The Companies Clauses Act, 1863."

Section 25. The words "for the purposes of their Railway" seems to be erroneous.

Section 30. See the Observations on "Running Powers" in the above-mentioned General Report, page 25.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*West Riding and Grimsby Railway
(Transfer) Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and
BILLS relating to HARBOURS, DOCKS, and
TIDAL WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

1540000XVII.

Under 1 oz.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Wolverhampton and Walsall Railway (Deviations) Bill.

It is proposed by this Bill—

To authorise the Wolverhampton and Walsall Railway Company, incorporated in 1865,— Objects.

To make (1) a Railway (30 chains) in the parish of Wolverhampton, from a point in the Company's authorised line to the Deviation Railway (3); (2) a Railway (70 chains) in the parish of Walsall, from a point in the Company's authorised line, to the South Staffordshire Railway at Bridge-man-street; (3) a Deviation Railway (2 miles 64 chains) in the parish of Wolverhampton, from a point in the Stour Valley Branch of the London and North Western Railway, near the Wolverhampton Station, to a point in the Company's authorised line 2 miles 42 $\frac{1}{2}$ chains from its commencement at Wolverhampton, such Deviation Railway to be substituted for a portion of the Company's authorised line between points 7 chains and 2 miles 42 $\frac{1}{2}$ chains distant from its commencement :

To raise additional sums of 25,000 *l.* by new ordinary or preferential shares, and 8,300 *l.* by loan :

To divide any share in the Company's capital into preferred (6 per cent.) and deferred half shares :

To enter into agreements with the London and North Western Railway Company with respect to the working and traffic of the Company's undertaking :

To authorise the London and North Western Railway Company to subscribe 30,000 *l.* towards the undertaking proposed in the Bill, and to raise that amount by shares ordinary and preferential.

Sections 2 and 31. The proposal to authorise working agreements seems to render necessary, besides the Acts or parts of Acts here mentioned, the incorporation of Part III. (relating to working agreements) of “The Railways Clauses Act, 1863.” Observations.

It is also usual, and seems desirable, to incorporate, besides the Clauses of “The Companies Clauses Consolidation Act, 1845,” here mentioned, the provisions of that Act with respect to the general meetings of the Company and the exercise of the right of voting by the shareholders, the making of dividends, and the giving of notices.

Section 5. “The East Gloucestershire Railway Act, 1865,” seems erroneous.

Section 9. It would be more accurate, and it seems desirable, to add, after “subject to the provisions of this Act” the words, “and of the Acts and parts of Acts incorporated herewith.”

Section 19. It may be observed, that the amount which the London and North Western Railway Company are to be enabled to subscribe towards the Undertaking *hereby authorised*, exceeds the amount of share capital to be raiseable under the Bill.

Section 20. The Bill does not propose to enable the mortgagees under this clause to obtain the appointment of a Receiver.

Section 27. See the Observations on "Dimensions of Bridges" in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 26.

Section 31. See above, under Section 2.

Board of Trade,
March 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Wolverhampton and Walsall Railway
(Deviations) Bill.*]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL Bills, and Bills re-
lating to HARBOURS, DOCKS, and TIDAL WATERS,
of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Thames and Severn Canal Navigation Bill.

It is proposed by this Bill to change the name of “ The Company of Pro- Objects.
prieters of the Thames and Severn Canal Navigation ” (incorporated by an Act
of 1783), to “ The Thames and Severn Railway and Canal Company ; ” and to
enable that Company—

To make the following Railways, viz. :

No. 1 (23 miles 73 chains), from a junction with the authorised Stone-
house and Nailsworth Railway, near and at the west of Stroud, passing by
Stroud, then near to the western portion (2½ miles) of the Company’s
Canal between Stroud and Brimscombe (which is to remain open) ; then
along or near to a further portion (which is to be discontinued) (about
14 miles) of the Company’s Canal from Brimscombe Port (passing through
a tunnel more than two miles in length) to a point in the parish of South
Cerne, and thence eastward to a junction with the authorised line of the
East Gloucestershire Railway at Fairford :

No. 2 (1 mile 30 chains) and No. 3 (16 chains) from a double junction
with No. 1 at Siddington, passing along or near to the Company’s Ciren-
cester collateral cut (which is to be discontinued), to a point north of
Cirencester :

No. 4 (1 mile 46 chains) and No. 5 (41 chains) to connect No. 1 at the
west of Stroud with the authorised line of the Stonehouse and Nailsworth
Railway, and with the Swindon and Gloucester line of the Great Western
Railway :

No. 6 (2 miles 62 chains), from No. 1 at South Cerne, passing along or
near to a further portion of the Company’s Canal, about two miles in length
(which is to be discontinued) to Cricklade Wharf :

No. 7 (37 chains) to connect No. 1 southwards with a siding of the
Swindon and Gloucester line of the Great Western Railway near its Tetbury-
road Station :

To make a conduit from the Company’s Engine House at their Thames Head
Well, in the parish of Kemble, through and westward from their Sapperton
Tunnel to their Baker’s Hill Reservoir, and another conduit from their Baker’s
Hill Reservoir westward to their Brimscombe Basin :

To raise in respect of the present capital of the Company (which is declared
to be 245,000 *l.*, consisting of (Class A.) 115,000 *l.* preferential, and (Class B.)
130,000 *l.* ordinary capital), a sum of 81,600 *l.* by loan, and also to raise further
sums of 375,000 *l.* by shares, ordinary or preferential, and 125,000 *l.* by loan :

To convert Class A. and Class B. shares, or either of them, into ordinary capital, or to reduce the dividend or to postpone it to preference shares created under this Bill, if the consent of three-fifths of the respective shareholders to any of those courses is obtained :

To redeem rent-charges now payable by the Company :

To divert into the new conduits waters from the springs at Thames Head :

To lay down additional rails for the narrow gauge on a portion of the Great Western Railway between the junction therewith of the intended Railway No. 5, and of the Severn Junction Railway :

To run over the above-mentioned portion of the Great Western Railway, and also the portion of that railway between the Junction therewith of the Witney Railway and Oxford ; over the railways of the Severn Junction, the Stonehouse and Nailsworth, and the Witney Railway Companies ; over the portion of the authorised lines of the East Gloucestershire Railway Company, eastward of the intended junction therewith of Railway No. 1 at Fairford ; over the Buckinghamshire Extension lines of the London and North Western Railway Company, and over the railways of or leased by the Buckinghamshire and the London and North Western Railway Companies between those lines and Oxford :

To use the stations of those two Companies at Oxford, and the other stations on the above-mentioned lines :

To enter into agreements with the London and North-Western, the Midland, the Great Western, the Stonehouse and Nailsworth, the Severn Junction, the Witney, the East Gloucestershire, and the Buckinghamshire Railway Companies, or with any of them, with respect to the construction, working, and traffic of the works of the contracting Companies ; and to interchange traffic facilities with those Companies.

The Bill also proposes to exempt the intended Railways from the restrictive provisions relating to the construction and working of new Railways contained in the agreements between the Great Western and the London and North-Western, and the Midland Companies respectively, which were confirmed by the " Great Western Railway (West Midland Amalgamation) Act, 1863."

Observations.

The principal object of this Bill is to sanction the discontinuance of the existing navigation between the Thames at Lechlade and the Severn, south of Gloucester, by the closing of a large intermediate portion of the Thames and Severn Canal, and to authorise the Company to construct Railways and enter into working and traffic arrangements with other Railway Companies. Reference may, therefore, be made to the observations on " Railway and Canal Companies" in the General Report of the Board of Trade on the Railway, &c., Bills of this Session, page 26.

The union of Railways with Canals was a subject which came under the consideration of the Select Committees of the House of Commons appointed in 1846 and 1853, to consider the principle of amalgamation as applied to Railway, or to Railway and Canal Bills. Observations on that subject will be found in the Second Report of the former Committee, and in pages 10 and 11 of the Fifth Report of the latter Committee which may be here referred to.

If the proposal contained in the Bill is sanctioned, it may become a matter for consideration whether some provision should not be made for securing to the public the permanent use of those portions of the Company's Canal, which are not to be abandoned, at fair and moderate rates of charge.

As regards the security that should be provided for the maintenance in an efficient condition of the waterway, and the conveniences connected with it and the supply of water, it may be observed that this Bill does not contain the provisions for those purposes which are usually inserted in Bills of this kind. See Sections 13-18, of the " Lancaster Canal Transfer Act, 1864," c. 288 (Local.)

As regards regulating the charges for traffic on a Canal after the proprietors have become a Railway Company, the principle laid down on this subject by the

the Select Committee of the House of Commons on Railway and Canal Bills, 1853, above referred to, is stated in the following terms in their Fifth Report, page 11, viz., "That while the Shareholders should be permitted to extract from the Canal the greatest profit which it is capable of returning them by the development of the water carriage, they are not entitled to charge such rates on the Canal as would necessarily divert the traffic from the Canal to the Railway, and render inaccessible to the public the advantage of water communication. This consideration is the more important from the bearing which such a practice upon one link of a chain of inland navigation must obviously have upon Canals, the property of independent Companies, but constituting other and, perhaps, distant links in the same line of communication."

To give effect to the principle so stated, various methods have been adopted in different cases.

In the case of the Trent and Mersey Canal, the North Staffordshire Railway Company were restricted from making higher charges for the Canal than were being made at the time of the transfer (a Schedule of such maximum charges being annexed to the Act), and they were also expressly prohibited from giving any preference to traffic on their Railway over traffic on the canal and power was vested in the Board of Trade of regulating, upon complaint made, the charges for and the uses of the canal (9 & 10 Vict. c. 84 (Local) s. 38 & 39).

As to the particular precautions which should be adopted in this case whether by limiting the charges which may be made upon the Canal to rates not exceeding those which may be charged at the passing of the Bill, or by subjecting the Canal rates to revision at any time by a public department, or otherwise, my Lords are not in a condition to make any further suggestion, as they do not possess the opportunities which the Committee on the Bill will have of examining all the circumstances and of hearing all parties interested.

Section 2. It is usual, and it seems desirable, besides the Clauses of "The Companies Clauses Consolidation Act, 1845," here referred to, to incorporate the Clauses of that Act with respect to The General Meetings of the Company and the exercise of the right of voting by the shareholders, the making of dividends, and the giving of notices.

Section 6. It would be more accurate, and it seems desirable, to add after "Subject to the provisions of this Act," the words "and of the Acts and parts of Acts incorporated herewith."

Section 11. This Clause provides that if three-fifths of the Shareholders of Class A. (Preferential Capital) consent, the Company, without the consent of the remainder, may, with respect to all that class of capital, either (1) convert it into ordinary capital; or, (2) may postpone its preference to new preference shares; or (3) may reduce the preferential dividend on it; or, (4) alter in any other way its rights and privileges. These provisions which would make acceptance of new terms by a part of a class of preference shareholders binding on the rest of that class, appear to involve an alteration of the terms of an existing preference, which will call for a special Report from the Committee, and an inquiry into the number of assenting and dissenting shareholders.

Section 17. With respect to the proposed power to borrow 81,000 £. in respect of the Company's present capital, it may be observed that a large portion of the Company's present capital has arisen from the conversion of borrowed money into preference capital. It appears to be a question, therefore, whether, according to the practice of Parliament, the claim of the Company to obtain a new borrowing power in respect of such existing capital is to be recognised.

Section 28. The terms of this clause enable the Company to dispose of the site of the abandoned Canal, and any other superfluous lands of the Company, "at such times to such persons, for such considerations, upon such terms and conditions, and generally in such manner in all respects as the Company, from time to time, think fit." It may deserve consideration, whether the pro-

posed power should not be made subject to the provisions of Sections 128-132 of "The Lands Clauses Consolidation Act, 1845," which give a right of pre-emption to the persons entitled to the lands from which the lands to be sold were originally severed, &c.

Section 26. The grounds on which the Company claim to be relieved, as proposed in this clause, from the provisions of the general enactment in Section 92 of "The Lands Clauses Consolidation Act, 1845," are not apparent, and seem to require explanation.

Section 29 (F). If the powers of deviation here asked for are not intended to exceed those given by the 15th Section of "The Railways Clauses Consolidation Act, 1845," this clause is unnecessary, and should be omitted. If, as seems to be the case, they are intended to go beyond the powers of the General Act, it would not be in accordance with the practice of Parliament to concede them, except at specified parts of the proposed works, on sufficient reason being shown.

Section 29 (G.) A general power of "stopping up" permanently any foot-paths, aqueducts, streams, &c., is inconsistent with the 16th section of "The Railways Clauses Consolidation Act, 1845," and with the practice of Parliament. The remainder of the Clause (C.) seems to be rendered unnecessary by the 16th section of the General Act. It is to be observed, however, that if the proposed power to conduct water drawn from the Thames Head towards the Severn Valley be not conceded, the usual power to divert streams, &c. contained in the 16th Section of the General Act, may require modification in this Bill.

Section 32. *See* the Observations on "Dimensions of Bridges," in the above-mentioned General Report, page 26.

Section 46. *See* the Observations on "Running Powers" in the above mentioned General Report, page 25.

Section 50. The Bill does not contain the provision respecting a "short distance," charge, which is usual when Companies are empowered to enter into working agreements.

Section 59. It may deserve consideration whether the reservations of this clause should not be extended to General Acts relating to Canals or Navigations, (such as the Railway and Canal Traffic Act 1854) and to the revision and alteration by Parliament of the maximum rates authorised to be taken in respect of the Company's Canal.

Objections to this Bill have been brought before the Board of Trade on the grounds that the diversion of the waters from the springs or streams at Thames Head causes injury to the River Thames and to the inhabitants in the neighbourhood; and it is urged that the Company should not any longer be permitted to divert such waters, if the portion of their Canal, for the supply of which the taking of the water was authorised is to be abandoned.

On this subject the Board of Trade do not feel called upon to make any observations in this Report.

Board of Trade,
April 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Thames and Severn Canal Navigation Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

15—CCCCXIX.

Under 1 oz.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Blackwater (Youghal) Wooden Bridge Bill.

It is proposed by this Bill to empower the Grand Juries of the counties of Cork and Waterford to agree to purchase the existing Wooden Bridge over the River Blackwater, near Youghal, from the Commissioners acting under the Act 9 Geo. 4, c. 53, which authorised its erection ; and to repeal that Act. Objects.

By the Act 9 Geo. 4, c. 53, it was enacted (as appears by the Preamble of this Bill), in order that the navigation of the River Blackwater might receive no prejudice, that the Bridge should be so constructed and built as that there should be a passage for ships and vessels to pass up and down the said river by or through the said Bridge, and for that purpose there should be in the said Bridge, or adjoining thereto, a lifting or portcullis bridge or bridges of at least 30 feet in the clear in length, so as to admit of vessels passing up and down the river. The Bridge has been constructed accordingly. If that Act be repealed, as is proposed in this Bill, it might become a question whether the obligation to maintain a passage for vessels through the Bridge would continue. It seems, therefore, desirable, in order to protect the navigation of the River Blackwater, to provide expressly in this Bill, that a passage for vessels through the Bridge shall be maintained. Observations.

Board of Trade,
April 1866.

T. H. Farrer.

RAILWAY AND CANAL, &c. BILLS.

[*Blackwater (Youghal) Wooden Bridge Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

15--CCCCXX.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Bo'ness, Grangemouth, and South Alloa Junction Railway Bill.

THE objects of this Bill, as restricted by Resolutions of both Houses of Objects.
Parliament, are—

To incorporate “ The Bo'ness, Grangemouth, and South Alloa Junction Rail-
way Company,” with a capital of 160,000 *l.* in 10 *l.* shares, and 53,300 *l.* by loan;
and to enable them—

To make a Railway (9 miles 47 chains) from a point at the south end of the
Grangemouth Railway Station, in the county of Stirling, to a junction with the
Edinburgh and Glasgow section of the North British Railway, at a point near
Pardovan Farm Steading, in the parish of Abercorn, in the county of Lin-
lithgow:

To contract with the North British Railway Company with respect to the
construction, working, and traffic of the intended Railway.

Section 5. After “ subject to the provisions of this Act,” should be added, Observations.
“ and of the Acts and parts of Acts incorporated herewith.”

Section 20. The period for the exercise of compulsory powers of purchase is
usually limited to *three* years, not *four* years, as here proposed.

Section 24. See the observations on “ Dimensions of Bridges,” in the General
Report of the Board of Trade on the Railway, &c., Bills of this Session,
page 26.

Section 28. The proposed *six*-mile “ short distance” for this Railway, which
will be less than 10 miles in length, exceeds that usually allowed.

Section 36. In reference to the proposed power to contract with respect to the
construction of the Railway, it is to be observed that the practice of Parliament
leaves the execution of the works to the Company who are authorised to take
lands and raise money for the purpose.

Interference with Tidal Waters.

Interference with Tidal Waters is proposed by this scheme in the following Tidal Waters.
instances, viz.:—

Railway No. 1 crosses the River Carron, near West Mains, by a drawbridge
of 30 feet span, and four other openings, each of 30 feet span, and all of 13 feet
headway.

Railway No. 2 crosses the River Avon at Bearcroft, by a bridge of three openings, each of 30 feet span, and 7 feet headway.

Such interference renders necessary the incorporation in the Bill of "The Railways Clauses Consolidation (Scotland) Act, 1845," and of Sections 13 to 19, both inclusive ("Protection to Navigation"), of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate both of these enactments.

Board of Trade,
April 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Bo'ness, Grangemouth, and South Alloa
Junction Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed
9 February 1866.*

15—CCCCXXXI.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Burntisland Harbour and Dock Bill.

THIS Bill proposes to incorporate “The Burntisland Harbour and Dock Com- Objects
pany,” with a capital of 100,000 *l.* in 20 *l.* shares, and 33,300 on loan, and to empower them—

To make a Dock and accompanying works on the site of the present Harbour of Burntisland in the Firth of Forth :

To improve the Harbour of Burntisland, with the quays and jetties connected therewith :

To purchase from the Corporation of Burntisland the Harbour of Burntisland and works connected therewith, and the right of levying dues and rates, and other rights of the Corporation relating to the Harbour :

To enter into contracts with the North British Railway Company with respect to the working of the proposed Dock and the traffic of the undertakings of the contracting Companies :

It is also proposed to authorise the North British Railway Company to subscribe 35,000 *l.* to the new undertaking, and to raise that amount by new ordinary or preference shares.

Section 2. With respect to the incorporation of Part I. of “The Railways Observations.
Clauses, 1863,” *see* below.

Sections 3, 25, and 26. These powers given to the Admiralty should be reserved to the Board of Trade.

Section 6. After “subject to the provisions of this Act” should be added, “and of the Acts and parts of Acts incorporated herewith.”

Sections 25 and 26. These clauses might properly be omitted, as their subject-matter is better provided for by “The Harbour, Docks, and Piers Clauses Act, 1847,” and by “The Railways Clauses Act, 1863,” the first of which Acts is proposed to be, and the second should be, incorporated with the Bill.

Sections 27 and 29. The words “From and after the commencement of this Act” in these clauses, which would authorise rates to be taken immediately after the passing of this Bill, seem inconsistent with section 30 of the Bill, and section 25 of “The Harbour, Docks, and Piers Clauses Act, 1847.”

Section 38. This section would seem to deprive the shipper of the right of employing other persons (such as the crew of the vessel), in shipping or unshipping goods, if the Company are willing to perform such services.

Section 42. It does not clearly appear from the Bill, whether this purchase is to be made by agreement or under the compulsory powers.

The Bill does not contain the usual reservation of "The Merchant Shipping Act, 1854," and of Acts amending that Act, and of any present or future general Acts relating to shipping, or to goods carried in ships, or to harbours, docks, piers, or quays, or to lights, buoys, or beacons, and of the rights, powers, and privileges of the general lighthouse authorities, and of the revision, under the authority of Parliament, of the rates and charges authorised by this Bill.

Interference with Tidal Waters.

Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz. :—

The construction of a wet dock, or floating basin, upon the site of the existing harbour of Burntisland, with locks, graving docks, entrances, and other necessary works:

The construction of quays, jetties, wharves, and shipping apparatus.

Such interference renders necessary the incorporation in the Bill of "The Harbours, Docks, and Piers Clauses Act, 1847," and of Sections 13 to 19, both inclusive ("Protection to Navigation"), of "The Railways Clauses Act, 1863." And the Bill should state that in construing those enactments the words "Harbour, Dock and Pier" "Work," and "Railway," shall be taken to mean the Dock and Works authorised by this Bill.

The Bill proposes to incorporate the first only of these enactments.

Board of Trade,
April 1866.

T. H. Farrer.

RAILWAY AND CANAL, &c. BILLS.

[*Burntisland Harbour and Dock Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL Bills, and Bills
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

15—CCCCXXII.

Under 1 oz.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Glasgow Bridges Bill.

It is proposed by this Bill to consolidate the existing Bridge Trusts in Glasgow into one Trust, and to vest all the Bridges in one body of Trustees, and to empower the Trustees (among other things) to take down and rebuild Hutchin-
sontown Bridge, and to erect a Temporary Bridge in the meanwhile. Objects.

The Trustees of the Clyde Navigation are required by the Bill to contribute towards the expense of removing and rebuilding the above Bridge.

Section 4. *See below.*

Observations.

Sections 14 & 15. These powers to execute works in tidal waters should be “subject to the provisions of this Act, and of the Acts and parts of Acts incorporated herewith.”

Section 17. This power of deviation should be “subject to the provisions of “The Harbours, Docks, and Piers Clauses Act, 1847.”

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz. :— Tidal Waters.

The taking down of the existing Bridge across the Clyde, called Hutchin-
sontown Bridge, and the construction, in lieu thereof, of a New Bridge;
also the construction, before taking down the existing Bridge, of a temporary
Bridge to be used during the construction of the permanent one.

Such interference renders necessary the incorporation in the Bill of Sections 12 & 13 of “The Harbours, Docks, and Piers Clauses Act, 1847,” and of Sections 13, 14, 18, and 19 (“Protection to Navigation”) of “The Railways Clauses Act, 1863.” And the Bill should state that in construing those sections of the last-mentioned Act, the words “Work” and “Railway” shall be taken to mean the Bridges and Works authorised by this Bill.

The Bill only proposes to incorporate both of these enactments, but does not contain the interpretation clause above suggested.

Board of Trade,
April 1866.

T. H. Farrer.

RAILWAY AND CANAL, &c. BILLS.

[*Glasgow Bridges Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Kingston and Epsom Railway Bill.

IT is proposed by this Bill to incorporate “The Kingston and Epsom Railway Objects. Company,” with a capital of 120,000 *l.* in 20 *l.* shares, and 40,000 *l.* by loan ; and to enable them—

To make the following Railways, viz. :

No. 1, (5 miles 30 chains) from a junction with the authorised Kingston, Maldon, and Wimbledon Junction Line of the London and South Western Railway, near and at the east of the junction of Combe Lane and the London Road, at Kingston-on-Thames, to a point on the north side of the turnpike road between Epsom and Ewell ;

No. 2, (1 mile 29 chains) in continuation of No. 1, to the Obelisk Field, at Epsom ;

No. 3, (62 chains) in continuation of No. 1, to a junction with the Epsom and Leatherhead Branch of the London and South Western Railway, near the south end of its Ewell Station :

To contract with the London and South Western Railway Company with respect to the working of the intended Railway.

Section 5. After “subject to the provisions of this Act,” should be added, Observations.
“and of the Acts and parts of Acts incorporated herewith.”

Board of Trade,
April 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Kingston and Epsom Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session,”

Metropolitan and Saint John's Wood Railway (Capital) Bill.

It is proposed by this Bill to authorise the Metropolitan and Saint John's Wood Railway Company to raise additional sums of 200,000 *l.* by new ordinary or preference shares, and 66,000 *l.* by loan. Objects.

Section 5. With respect to the proposed power to create preferential capital for the purposes of the Company's Acts generally, it is to be observed that they have been authorised to make an original Railway by their Act of 1864, and an extension Railway by their Act of 1865, and that the original Railway is not yet open for traffic. Observations.

Section 8. This Bill does not contain a provision for the appointment of a receiver, at the instance of mortgagees.

Section 10 provides merely, that the sums to be raised under the Bill “shall be applied only to the purposes of the Railways and Works authorised by the existing Acts of the Company.” As in the Preamble of this Bill the constructing of the railway as a double line is mentioned as the purpose for their raising additional capital, it may deserve consideration whether the enacting part of this Bill should not require that a specific part of the additional sums to be raised under the Bill shall be applied to making the line a double one.

Board of Trade,
April 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Metropolitan and St. John's Wood Railway*
(*Capital*) Bill.]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

North British (Tay Bridge) Railway Bill.

It is proposed by this Bill to enable the North British Railway Company—

To raise further sums of 770,584 *l.* by new ordinary or preference shares, Objects.
and 283,528 *l.* by loan :

To make the following Railways, viz. :

No. 1 (8 miles 2 chains), from the Company's Edinburgh, Perth, and Dundee Line, at a point near and south of Leuchars Station, to a point on the north side of the Firth of Tay, west of Woodhaven ; thence, passing across the Firth on a viaduct (for which the Bill authorises a toll, as for six miles of the Railways), to a point on the northern shore of the Firth, at the west of Buckingham Point ; then passing twice over the Dundee and Perth Line of the Caledonian Railway to a point near and at the west of the station of that Railway at Dundee, at which point Railway No. 1 will have a junction with Railway No. 2 :

No. 2 (1 mile 72 chains) from a junction with the Dundee, Perth, and Aberdeen Line of the Caledonian Railway at Buckingham Point, west of Dundee, passing between High-street and Dock-street, in the town of Dundee, and through the existing station of the Dundee and Arbroath Line of the Scottish North Eastern Railway, to a point eastward of that station :

No. 3 (54 chains), from the termination of No. 2 to a junction with the Dundee and Arbroath Line of the Scottish North Eastern Railway, near Craigie-terrace, in the parish of Dundee ;

No. 4 (33 chains), to continue No. 3 westward from a junction with No. 3 at the termination of No. 2, to a point near the north side of East Dock-street, and near and to the northward of the Scottish North Eastern Railway Station at Dundee :

To take the station and certain other property of the Scottish North Eastern Railway Company, at Dundee, subject to an obligation to provide other station accommodation for that Company, and for the Caledonian Railway Company :

To enter into arrangements—

With the Caledonian and the Scottish North Eastern Railway Companies, or either of them, respecting the construction, working, use, and traffic of the proposed Railways No. 2 and No. 3, and the management and use of stations on Railway No. 2 :

With the Scottish North Eastern Railway Company, with respect to the joint construction, use, and traffic of Railways No. 3 and No. 4, or either of them, and of stations on Railway No. 4 :

With the Trustees of the Harbour of Dundee, the Magistrates and Town Council of Dundee, the Commissioners of Police of Dundee, and with any other bodies or persons, with respect to the making and working of the said Railways and works.

The Bill further provides that the Caledonian and the Scottish North Eastern Railway Companies, or either of them, may become joint owners with the North British Railway Company, of Railways Nos. 2 and 3, and of Stations on Railway No. 2.

Observations.

Section 2. It would be in accordance with the practice of Parliament to incorporate, besides the clauses of "The Companies Clauses Consolidation (Scotland) Act, 1845," here referred to, the provisions of that Act with respect to the general meetings of the Company, and the exercise of the right of voting by the shareholders, the making of dividends, and the giving of notices.

Sections 5, 7, and 26. After "subject to the provisions of this Act," in each of these clauses, should be added "and of the Acts and parts of Acts incorporated therewith."

Section 8. The sum proposed to be borrowed exceeds, by 26,666 *l.* 13 *s.* 8 *d.*, one third of the proposed amount of new share capital.

The Bill does not propose to enable the mortgagees, under this clause, to obtain the appointment of a receiver.

Section 14. By this clause it is proposed to raise from two feet to five feet the limit of vertical deviation allowed by "The Railways Clauses Consolidation (Scotland) Act, 1845," in respect of the considerable length of intended Railway to be constructed within the town of Dundee.

It appears to be a matter for inquiry, whether there are sufficient grounds for the proposed departure from the limitation in the General Act.

Section 17. *Three* years, not four, as here proposed, is the limit of the time usually allowed for the compulsory purchase of land.

Sections 27 and 28. The words "subject to the provisions of this Act," are prefixed to Section 28, and not to Section 27, for which there is no apparent reason. It may be a question whether, with reference more particularly to Part III., "Working Agreements," of the Railway Clauses Act, 1863, there should not be prefixed to both of these clauses the usual words "Subject to the provisions of this Act, and of the Acts and parts of Acts incorporated herewith."

Section 29. The proposed power to contract with "other corporation, company, commissioners, road, bridge, or ferry trustees, or other bodies or persons," seems to be unusually vague and indefinite.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz. :—

Railway No. 1 crosses the Firth of Tay by a viaduct, about 2 miles 5 chains in length, and having, as shown in the deposited section, 93 openings respectively of the following widths and heights above high water, commencing at the south shore, at a point at the west of Woodhaven, viz. :

22	openings each	100 feet span,	height from 100 to 110 feet.
2	"	200 "	height 110 feet.
1	"	300 "	" 110 "
49	"	100 "	height from 110 to 92 "
1	"	200 "	" 92 to 91 "
1	"	300 "	" 91 to 90 "
1	"	200 "	" 90 to 87 "
16	"	100 "	" 86 to 62 "

It runs over the foreshore on the north side of the Firth, from a point about 12½ chains west of Magdalene Point, to a point about 30 chains east of the Ferry Harbour.

Railway No. 2 commences at Magdalene Point, and crosses the foreshore to the point where Railway No. 1 terminates.

Such interference renders necessary the incorporation in the Bill of "The Railways Clauses Consolidation (Scotland) Act, 1845," and of Sections 13 to 19, both inclusive ("Protection to Navigation"), of "The Railways Clauses Act, 1863."

The Bill proposes to incorporate both of those enactments.

If the section of the bed of the Frith along the site of the proposed Bridge be the result of an actual recent survey, it differs very materially from the Admiralty Survey made in 1833, and establishes the fact of the great changes to which the channels are subject.

On this account, therefore, the arrangement of the wider spans for the convenience of navigation, however applicable to the present condition, affords no guarantee whatever for the future; and as these few wider spans would naturally lead a mariner to suppose they mark the appropriate course for navigation, so when this happens not to be the case, vessels may be misdirected, and suffer loss or damage.

For instance, although the three wider openings on the southern side may occupy the present deepest part of the site, still they border so close to the tail of the Birkhill Bank that vessels passing through them would probably run on that bank. These wider openings, also, unless great changes have occurred, span a portion of a channel which, at low water, is nothing more than a *cul-de-sac*, the main ship-channel being on the north side of Birkhill Bank.

In the same manner, also, the three wider openings towards the northern shore are arranged to span a depression of the bed, but this leads only among the sands, and has no upper outlet at low water, and would therefore only prove deceptive.

It seems manifest that in order to afford such reasonable facilities to navigation as the erection of a bridge across this wide estuary will admit, and with reference also to the fluctuations to which the channels are liable, the spans should nowhere be less than 200 feet, except in the permanent shallows, near the shores; and that those southward of "My Lord Bank," spanning the usual main channel should be 300 feet, with a headway of not less than 110 feet, it being impossible to predict the limits of the main channels; while, in an estuary of about $1\frac{1}{2}$ mile in width, and 15 miles long, in one direction, the sea in stormy weather will be sufficiently rough towards high water to make it hazardous to thread the proposed narrow openings of 100 feet proposed to be placed between the two wider openings referred to.

If the bridge is urgently required for the conveniences of land traffic, so also it is incumbent to make such provision in the interests of navigation, that the natural water-highway be not unduly sacrificed. The Proprietors should be bound to indicate, both by day and night, that portion of the bridge which spans the main ship-channel; and it is worthy of consideration, whether they should not be held responsible for accidents to vessels arising from the endeavour to pass the bridge.

Board of Trade,
April 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*North British (Tay Bridge) Railway Bill.*]

FEATHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WAYS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

15—CCCCXXVI.

Under 1 oz.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Rhymney Railway Bill.

It is proposed by this Bill to enable the Rhymney Railway Company —

Objects.

To make the following Railways, viz. :

No. 1, “The Cardiff Loop Line” (32 chains), in the parish of St. John the Baptist, Cardiff, between two points in the Taff Vale Railway ;

No. 2, “The Caerphilly Rumney Junction” (76 chains), from the Caerphilly Branch of the Brecon and Merthyr Tydfil Junction Railway Company’s Rumney Railway near Caerphilly, to the Company’s Cardiff and Caerphilly Line, authorised in 1864 ;

No. 3, “The Northern Extensions Deviation” (51 chains), from a point in the Railway No. 2, authorised by The Company’s (Northern Lines) Act of 1864, to a point in the Merthyr, Tredegar, and Abergavenny Branch of the London and North Western Railway, in the parish of Bedwelty ;

No. 4, “The Rhymney and Sirhowy Junction” (23 chains), to connect No. 3 with the Extension of the Sirhowy Railway, authorised in 1865 ;

No. 5 (1 mile 57 chains), and No. 6 (15 chains), to connect No. 3 by a double junction with Railways of the Ebbw Vale Iron Company (Limited) ;

To take land for station accommodation at Crockherbtown, Cardiff ;

To raise further sums of 90,000 £. by new ordinary or preference shares, and 30,000 £. by loan ;

To divide any share in the Company’s capital into preferred (6 per cent.) and deferred half shares ;

To enter into arrangements with the Taff Vale Railway Company with respect to the working of the “Cardiff Loop Line,” and to the traffic of the Railways of the contracting Companies ;

To run over part of the Sirhowy Railway between the proposed junction near Sirhowy and the Tredegar Station, and over the Merthyr, Tredegar, and Abergavenny Line of the London and North Western Railway, and to use the Tredegar and other Stations thereon ;

To interchange traffic facilities with the Taff Vale, the Brecon and Merthyr Tydfil Junction, the Sirhowy, and the London and North Western Railway Companies.

It is also proposed by the Bill —

To require the Taff Vale Railway Company to bring to, and take from, the proposed “Cardiff Loop Line,” carriages passing between the Taff Vale Railway and the Rhymney Railway at Cardiff ;

To extinguish the powers of the Brecon and Merthyr Tydfil Junction Railway Company with respect to the making of that portion of the line authorised by "The Rumney and Brecon and Merthyr Railways Act, 1863," which is rendered useless by the Company's Bargoed Branch ;

To authorise the last-named Company to run over the proposed "Caerphilly Rumney Junction," subject to the agreement scheduled to "The Rhymney Railway (Cardiff and Caerphilly) Act, 1864."

Observations.

Section 2. It is usual, and it seems desirable, to incorporate, besides the clauses of "The Companies Clauses Consolidation Act, 1845," here referred to, the clauses of that Act with respect to the general meetings of the Company, and the exercise of the right of voting by the shareholders, the making of dividends, and the giving of notices.

Sections 4 and 9. After "Subject to the provisions of this Act," should be added, "and of the Acts and parts of Acts incorporated herewith."

Section 25 A. It seems to be matter for inquiry whether there is sufficient ground for extending from the usual limit of three years to *five* years, the period for the compulsory purchase of land for the intended station accommodation at Cardiff.

Section 30. The proposed general power of *stopping up* roads, &c. permanently, seems to be inconsistent with the 16th section of "The Railways Clauses Consolidation Act, 1845," and with the practice of Parliament. The rest of Section 30 appears to be rendered unnecessary by the same clause of the general Act.

Sections 43 and 44. With respect to these running powers, *see* the observations on "Running Powers" in the General Report of the Board of Trade on the Railway, &c. Bills of this Session, page 25.

Board of Trade,
April 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Rhymney Railway Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

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RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
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and TIDAL WATERS, of this Session.”

Thames (River) Purification Bill.

It is proposed by this Bill to incorporate “ The Thames Purification Com- Objects.
pany,” with a capital of 250,000 *l.* in 10 *l.* shares (divisible into preferred (6 per
cent.) and deferred half-shares), and 83,000 *l.* by loan ; and to authorise them to
take certain lands, and to construct certain conduits, reservoirs, and other works ;
and to contract with the local authorities of the towns of Oxford, Abingdon,
Reading, Windsor, Kingston, Richmond, Twickenham, Isleworth, and Brentford,
for the diversion of the sewage of those towns from the River Thames ; to use
the sewage for the fertilization of land, and to cultivate lands and carry on farm-
ing operations thereon.

With respect to the description in this Bill of the places in which the Com- Observations.
pany’s operations may be carried on, it is to be observed that in the Preamble
mention is made, first, of “ the several towns upon, and in the neighbourhood of
the said river ” (Thames) ; and then of nine towns that are named ; but in the
enacting part no places are specified, otherwise than by the words “ the said
towns ” in section 30.

Section 28. It seems to be a question whether there is in this case any suffi-
cient reason for subjecting persons interested in land, to the compulsory powers
of purchase for the unusually long period of *five* years ; the period generally
allowed does not exceed *three* years.

Whether the special works proposed by this Bill are the best that can be
devised for the object in view, and whether the promoters have the means for
carrying them into effect, are questions on which the Board of Trade have no
power of forming an opinion ; but they think it right to call attention to the fact
that the principal object of this Bill, viz., the better drainage of the towns on
the River Thames, and the diversion of the sewage from the river, is a most
important one, both for the sake of the towns themselves and of the inhabitants
of London.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following Tidal Waters.
instances, viz. :—

The conduits or drains of the Company may affect the bed of the Thames
in various places below Teddington Lock.

Such power of interference renders proper the incorporation in the Bill of
section 17 of “ The Railways Clauses Consolidation Act, 1845,” “ The Harbours,
Docks, and Piers Clauses Act, 1847,” and sections 13 and 17—19 (“ Protection
to Navigation ”), of “ The Railways Clauses Act, 1863.”

The Bill proposes to incorporate these enactments, but it should state that in
construing this Act and sections, the words “ Work ” and “ Railway,” shall be
taken to mean the conduits, drains, and other works, authorised by the Bill.

As the management of the River Thames is a matter now under the consideration of Parliament, it may be a question for the Committee on this Bill whether the powers given by this Bill should not, so far as they may possibly affect the Thames, be made subject to any Act which may be passed concerning that river, and whether any of the works proposed by this Bill, which may affect the Thames either above or below high water mark, should not be made subject to the approval of any Board of Conservancy to whose management Parliament may think fit to intrust the river.

Board of Trade,
April 1866.

T. H. Farrer.

RAILWAY AND CANAL, &c. BILLS.

[*Thames (River) Purification Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Wycombe Railway Bill.

It is proposed by this Bill:—

Objects.

To confirm “Heads of Arrangement for a transfer, in pursuance of The Great Western Railway (Additional Powers) Act, 1865” (which are set forth in the Schedule to the Bill), “subject to such alterations as have been or may be agreed upon” by the Great Western and the Wycombe Railway Companies:

To empower the Great Western Railway Company to raise, by new ordinary or preference shares, any sums not exceeding the amount of the capital of the Wycombe Railway Company.

The Heads of Arrangement provide for the vesting in the Great Western Railway Company, as on 1st August 1865, of the undertaking and property of the Wycombe Railway Company, and the benefit of their arrangement with the Aylesbury and Buckingham Railway Company in respect of the Aylesbury joint station, but exclusive of “191 original Wycombe shares held by trustees for the Wycombe Company.”

The Great Western Company are to adopt the debenture debt (111,023 *l.* 8 *s.*) and rent charges (1,339 *l.* 6 *s.* 9 *d.* a year) of the Wycombe Railway Company.

The Wycombe Company's preferential shares (260,000 *l.*), their original capital (60,560 *l.*), and their Thame Extension capital (60,000 *l.*), are to be converted respectively into sums of 260,000 *l.*, 53,833 *l.* 6 *s.* 8 *d.*, and 33,333 *l.* 6 *s.* 8 *d.*, “Great Western (Wycombe) four-and-a-half stock,” with dividends thereon, as from 1st August 1865; and 22,833 *l.* 6 *s.* 8 *d.* of the capital of the Wycombe Company is to be issued as fully paid up capital, and to be converted into the same amount of “Great Western (Wycombe) four-and-a-half stock,” with dividends on 5,066 *l.* 13 *s.* 4 *d.*, part thereof, as from 1st August 1865, and on 17,766 *l.* 13 *s.* 4 *d.*, residue thereof, as from 1st August 1869.

Out of the two last-mentioned sums of four-and-a-half stock the Wycombe Company are to provide for any sums which the Great Western Company pay in respect of liabilities of the Wycombe Company, beyond certain specified amounts.

The several above-mentioned sums of “Great Western (Wycombe) four-and-a-half stock” are to be as between themselves *pari passu* stocks; and the Great Western Railway Company are to be at liberty to issue in respect of the Wycombe Company's unexhausted powers of raising capital any amount of four-and-a-half shares or stock, on an equality with those other stocks.

Observations.

Section 2. It is usual, and it seems desirable, to incorporate besides the clauses of "The Companies Consolidation Act, 1845," here mentioned, the clauses of that Act with respect to the general meetings of the Company, and the exercise of the right of voting by the shareholders, the making of dividends, and the giving of notices.

Section 3. The words, "subject to such alterations as have been or may be agreed upon," &c., appear to render uncertain the terms of the arrangement which the Bill purports to confirm.

It is to be observed that the "annexed account (B)," referred to in "Heads of Arrangement," is not in the schedule to this Bill.

Section 4. It would be in accordance with the practice of Parliament to set forth in this Bill the present particulars of the authorised share and loan capital, and of the unexercised money powers of the Wycombe Railway Company; and also the amount of that Company's capital held by the Great Western Railway Company, which is referred to in the 9th Article of the "Heads of Arrangement" as being "925 original Wycombe shares."

It is to be observed that regard should be had to the shares so held, in defining the amount by which the capital of the Great Western Railway Company is to be increased for the purposes of the transfer.

Neither Section 4 of the Bill, nor the "Heads of Arrangement," appear to make any reduction in the additional capital on account of such shares; and the amount of them seems to be included in the sum of 53,833 *l.* 6 *s.* 8 *d.* stock, which is to be issued by the Great Western Railway Company for the conversion of the Wycombe ordinary shares, with a contingent augmentation under Article 9 of the "Heads of Arrangement."

Section 4 of this Bill authorises the Great Western Railway Company to raise any sums of money not exceeding in the whole the amount of the capital of the Wycombe Railway Company.

Inasmuch as under Articles 3 and 4 of the "Heads of Arrangement," existing capital of the Wycombe Company, amounting to 403,393 *l.* 6 *s.* 8 *d.*, is to be converted into stock of the Great Western Railway Company, amounting to 370,000 *l.*, it seems desirable that the Bill should state explicitly what amount, in addition to the 370,000 *l.*, will be raiseable by the Great Western Railway Company under the Bill.

Under Articles 11 and 12 of the "Heads of Arrangement," the Wycombe preferential shares are to rank *pari passu* with the rest of the Wycombe Company's capital, when converted into Great Western (Wycombe) four-and-a-half stock and also with any further amount of that stock which the Great Western Company may make and issue.

It appears to be a question whether this is not an alteration of an existing preference, within the Standing Orders of Parliament.

The Bill does not dissolve the Wycombe Railway Company, as is usual when the undertaking is transferred and the share capital converted; nor does it provide for any of the matters provided for in Part V. (relating to amalgamation) of "The Railways Act, 1863." It may deserve consideration whether the Bill should not incorporate Part V. of that General Act, so as to make due provision for the security of the mortgage and other creditors of the Wycombe Railway Company, as against the Great Western Railway Company; for the exercise by the Great Western Railway Company of the powers of the Acts relating to the Wycombe Railway Company; and for subjecting the Great Western Railway Company to the duties and obligations imposed by those Acts.

In "The Great Western Railway (South Wales Amalgamation) Act, 1863," (c. 198), is contained a provision (S. 164) authorising the revision by the Board of Trade of the tolls, &c., to be taken by the United Company, when "the clear annual profits divisible upon the subscribed and paid up capital stock of the United Company, upon the average of the three then last preceding years shall equal or exceed the rate of 6 per cent."

It

It would seem to be desirable that this Bill should state explicitly whether the addition to the capital of the "United Company" to be made by this Bill, is or is not to be included for the purposes of the above-mentioned provision.

It is proposed by Article 2 of the "Heads of Arrangement," that the Great Western Railway Company shall adopt the debenture debt of the Wycombe Company, amounting to 111,023 *l.* 8 *s.*, "and the rentcharges created by the Wycombe Company, amounting to 1,339 *l.* 6 *s.* 9 *d.* a year."

Inasmuch as the borrowing power of the Wycombe Company is limited to the sum of 111,100 *l.*, it seems to be a question whether, consistently with that limitation, and with the 5th section of "The Lands Clauses Consolidation Acts Amendment Act, 1860," they are authorised to have outstanding the above-mentioned amounts of debenture debt and of rentcharges.

Board of Trade,
April 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[Wycombe Railway Bill.]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL Bills, and Bills
relating to Harbours, Docks, and Tidal
Waters, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

15—CCCXXXIX.

Under 1 oz.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Herne Bay Fishery Bill.

It is proposed by this Bill to change the name of “ The Herne Bay, Hampton, and Reculver Oyster Fishery Company,” (incorporated in 1864,) to “ The Herne Bay Fishery Company :” Objects.

To extend the limits of the Company’s several fishery and oyster grounds :

To authorise the Company,—

To raise further sums of 100,000 *l.* by new ordinary or preference shares, and 25,000 *l.* on loan :

To purchase by agreement any lands within the limits of the fishery or on the deposited plans :

To contract with the owners of other oyster grounds with respect to the breeding and supplying of oysters, or to the maintenance of such other oyster grounds :

To contract with the Herne Bay Pier Company with respect to the user of Herne Bay Pier :

To authorise the Board of Trade,—

To require the Company (within nine years after the passing of this Bill) to execute any works authorised by the Company’s Act of 1864, but not shown on the deposited plans :

To determine and certify the boundary lines of the Company’s oyster grounds :

To certify the compliance of the Company with the requirements of their Acts :

To alter the provisions in the Company’s Act of 1864 with respect to the cesser of their powers, and to the protection of their fishery.

Section 2. It is usual to incorporate, beside the sections of “ The Companies Observations.
Clauses Consolidation Act, 1845,” here specified, Sections 75 to 80 (Votes of Shareholders,) and 120 and 123 (the making of dividends.)

Section 19. It might be proper to add after “ at each of the points (F) and (G) and (H)” the words “ and at such other points as the Board of Trade may fix,” which are contained in the corresponding clause (section 40) of “ The Herne Bay Fishery Act, 1864.”

Section 36 of this Bill amends Section 45, proposed to be repealed, of the Act of 1864, by substituting "having been sold otherwise than in market overt" for the words "and not having been sold in market overt."

Section 38 (D). It may be observed that the words "under the authority of the Admiralty or the Board of Trade, or other constituted authority" are not in Section 48 (proposed to be repealed) of this Company's Act of 1864.

Section 38 (L). The same section of the Act of 1864 makes buying and selling the Company's oysters an offence within the limits of the oyster fishery only; and not, as here proposed, beyond those limits, also.

Interference with Tidal Waters.

Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz.:

An enlargement of the north-western limits of the oyster grounds, as fixed in 1864, to the extent of one mile westward, and about three-quarters of a mile northward.

It may deserve consideration whether, in order to prevent undue restriction of the public right of navigation or anchorage, by Section 38 (G), or by any other provision in this Bill, there should not be inserted in the Bill an express reservation of the public right of anchoring, which was determined recently (in the case of *Gann v. The Company of Free Fishers, &c., of Whitstable*), to be a necessary part of the public right of navigation.

It may be observed that a part of the additional space proposed by this Bill to be included in the oyster grounds of the Herne Bay Fishery Company, is also sought by the Whitstable Fishery Extension Bill of this Session, to be added to the grounds of the Company of Free Fishers and Dredgers of Whitstable.

Board of Trade,
April 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Herne Bay Fishery Bill.*]

FURTHER REPORT of the Board of Trade on
the RAILWAY and CANAL Bills, and Bills
relating to Harbours, Docks, and Tidal
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

15—CCCXL.

Under 1 oz.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Roach Oyster Fishery Bill.

BY this Bill it is proposed to incorporate “ The Roach Oyster Fishery Com- Objects.
pany,” with a capital of 50,000 *l.* in 10 *l.* shares, and 12,500 *l.* by loan, and to empower them to make and maintain tanks or beds for the storage of oysters, with a water-supply from the River Roach, in the county of Essex, and with landing-places and other conveniences.

The Company propose to take as their oyster grounds the whole of the River Roach between low-water marks on its right and left shores, from its junction with the River Crouch at the north, to a line between points in the parishes of Paglesham and Great Wakering, except such parts as are within the limits of certain other oyster layings ; and within their oyster grounds the Company are to have a several fishery, and an exclusive right to deposit and take oysters ; and special penal provisions are contained in the Bill for the protection of such fishery.

Section 2. Having regard to the works proposed in section 25, and to the Observations.
intended operations of the Company generally, it seems proper that there should be incorporated with the Bill section 12 of “ The Harbours, Docks, and Piers Clauses Act, 1847,” and sections 13—19 of “ The Railways Clauses Act, 1863,” relating to “ protection to navigation,” with the explanation that the words “ work” and “ railway” in those sections shall apply to and include all works below high-water mark to be executed under the authority of this Bill.

Section 30. The terms of this clause appear to be such as to enable the Company to place boundary *stones* or *beacons* within tidal waters. It might be proper to restrict the placing of such marks to the shore, and to authorise the placing of buoys only below high-water mark, as was done in the “ Herne Bay Fishery Act, 1864,” s. 40.

Interference with Tidal Waters.

Interference with Tidal Waters is proposed by this scheme in the following Tidal Waters.
instance, viz. :

The construction of oyster beds or tanks, and of landing-places, and the placing of buoys, &c., in the Oaze, in the Paglesham Reach of the River Roach, and the diversion of the waters of that river into the beds or tanks.

Such interference seems to render proper the incorporation with this Bill of the provisions for the protection of navigation above referred to under section 2.

It may deserve consideration whether, in order to prevent undue restriction of the public right of anchorage by section 39 (G), or any other provision in this Bill, it might not be proper to insert a clause protective of such right.

The right of anchoring was determined recently (in the case of *Gann v. the Company of Free Fishers, &c., of Whitstable*) to be a necessary part of the public right of navigation.

The objects of the *Roach River Fishery Bill* are similar to those of this Bill.

Board of Trade,
April 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Roach Oyster Fishery Bill.*]

FURTHER REPORT of the BOARD of TRADE on
the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866 ;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Roach River Fishery Bill.

It is proposed by this Bill to incorporate “ The Roach River Oyster Fishery Objects.
Company,” with a capital of 50,000 *l.* in 10 *l.* shares, and 12,500 *l.* on loan, and
to empower them to deal in oysters, and to make tanks or beds for the storage of
oysters on the western foreshore of Paglesham Reach, in the county of Essex,
with a water supply from the River Roach, and with all necessary wharves,
landing places, and other conveniences, and to make building and repairing slips
for small vessels, to provide necessary vessels and dredging machines, and to build
or take on lease houses for their workmen.

The Company propose to take as their oyster grounds the whole of the River
Roach between its junction with the River Crouch at the north and a straight
line drawn from Potten Island to Eastend Marsh on the south, with the exception
of certain parts which form other oyster beds; and within their oyster grounds
the Company are to have a several fishery, and the exclusive right of depositing
and taking oysters; and special penal provisions are contained in the Bill for the
protection of such fishery and right.

Section 2. With respect to the Acts, the incorporation of which is rendered Observations.
necessary by the intended operations of the Company in tidal waters, see below.

Sections 5 and 30. After “ subject to the provisions of this Act ” should be
added “ and of the Acts and parts of Acts incorporated herewith.”

Section 25. This power of constructing works in tidal waters should be
“ subject to the provisions of this Act, and of the Acts and parts of Acts incorpo-
rated herewith.”

Section 30. The terms of this clause appear to enable the Company to place
boundary stones and beacons within the limits of tidal waters. It might be
proper to restrict the placing of such marks to the shore, and to authorise the
placing of buoys alone below high-water mark, as was done in “ The Herne Bay
Fishery Act, 1864,” Section 40.

Section 39 (P.). With respect to the penalty of imprisonment without the
option of a fine, proposed by this clause, it is to be observed that imprisonment
for offences of the description here mentioned does not appear to have been
authorised in any other private oyster fishery Act.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following Tidal Waters.
instances, viz. :—

The laying down of oyster tanks or beds in Paglesham Reach :

The making of wharves and landing places, and building or repairing slips:

The erection of boundary stones, beacons, and buoys.

Such interference seems to render proper the incorporation in the Bill of Sections 12 and 13 of "The Harbours, Docks, and Piers Clauses Act, 1847," and of Sections 13 to 19, both inclusive ("Protection to Navigation"), of "The Railways Clauses Act, 1863." And the Bill should state that in construing those sections of the last-mentioned Act the words "Works" and "Railway" shall be taken to mean the various works authorised by this Bill.

The Bill does not propose to incorporate either of these enactments.

It may deserve consideration whether, in order to prevent undue restriction of the public right of anchorage by Section 39 (G.), or any other provision in this Bill, it might not be proper to insert a clause protective of such right. The right of anchoring was determined recently in the case of *Gann v. The Company of Free-fishers and Dredgers of Whitstable*, to be a necessary part of the public right of navigation.

The objects of the Roach Oyster Fishery Bill are similar to those of this Bill.

Board of Trade,
April 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Roach River Fishery Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

Ordered, by The House of Commons, to be Printed,
9 February 1866.

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Whitstable Fishery Extension Bill.

By this Bill it is proposed to authorise “ The Company of the Fishers and Dredgers of Whitstable,” incorporated by an Act of 1793, to borrow, in addition to the sums they are already authorised to borrow, 50,000 *l.*, subject to provisions in their existing Act; and to extend the limits of their Oyster Grounds; and special penal provisions are contained in the Bill for the protection of their Fisheries. Objects.

Section 10. It may be observed that the Bill does not reserve the priority of existing mortgagees of the Company. Observations.

Section 29. After “ unless sold in the market or not,” might perhaps be properly added the words “ or by or under the authority of the Company.”

It is to be observed, that in the case of *Gann v. The Free Fishers, &c.*, of Whitstable, lately before the House of Lords, it was determined this Company are not entitled to restrict anchoring within the limits of their Oyster Grounds in the degree previously claimed by them.

It may further be observed that this Bill does not contain any provision for limiting the duration of the Company's rights and powers under the Bill, in the event of default on their part in using them beneficially for the public.

Interference with Tidal Waters.

Interference with tidal waters is proposed by this scheme in the following instances, viz.:— Tidal Waters.

A considerable addition to the limits of the Oyster Grounds now belonging to this Company.

It may deserve consideration whether, in order to prevent undue restriction of the public right of anchorage, by Section 35, or any other provision in this Bill, it might not be proper to insert a clause protective of such right.

It may be observed, that a part of the additional space proposed by this Bill to be included within the Oyster Grounds of the Whitstable Company is also sought by the Herne Bay Fishery Bill of this Session to be added to the Oyster Grounds of the Herne Bay, &c. Fishery Company.

Board of Trade,
April 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Whistable Fishery Extension Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“THAT the BOARD of TRADE do present to this House a REPORT upon the RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS, and TIDAL WATERS, of this Session.”

Middlesborough Extension and Improvement Bill.

By this Bill it is proposed to give to the Corporation of Middlesborough, Objects.
various powers for municipal purposes, and among others, power—

To construct two Landing Places, with wharves, sheds, cranes, and other conveniences, one at Port Clarence, on the northern side, and the other at Newport, on the southern side of the River Tees; and to take tolls for the same, which are to be paid to the borough fund on a separate account:

To borrow 31,000 *l.* on the credit of such tolls, with a sinking fund, which will pay off that amount in 35 years.

The Bill requires the reduction of the tolls, when the mortgage debt is paid off, to such an extent that after the deduction of working expenses they will yield no profit to the Corporation.

Section 4. As to the incorporation of part of “The Railways Clauses Act, Observations.
1863,” see below.

Section 102. It would seem proper to add “piers” after “ferries,” and to reserve the operation of any present or future general Acts relating to lights, buoys, or beacons.

Interference with Tidal Waters.

Interference with Tidal Waters is proposed by this scheme in the following Tidal Waters.
instances, viz.:—

A jetty at Port Clarence, on the northern shore of the River Tees:

A jetty at Newport, on the southern shore of the same river.

Such interference renders necessary the incorporation in the Bill of Sections 12 and 13 of “The Harbours, Docks, and Piers Clauses Act, 1847,” and of Section 13) Lights on works), Section 18 (Abatement of work abandoned or decayed), and Section 19 (Survey of works by Board of Trade), of “The Railways Clauses Act, 1863.”

The Bill proposes to incorporate the first only of these enactments.

Board of Trade.
April 1866.

T. H. Farrer.

RAILWAY AND CANAL, &c. BILLS.

[*Middleborough Extension and Improvement Bill*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL Bills, and Bills
relating to Harbours, Docks, and Tidal
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

RAILWAY AND CANAL, &c. BILLS.

FURTHER REPORT from the Board of Trade,
In compliance with an Order of the Honourable The House of Commons,
dated 9 February 1866;

“ THAT the BOARD of TRADE do present to this House a REPORT upon the
RAILWAY and CANAL BILLS, and BILLS relating to HARBOURS, DOCKS,
and TIDAL WATERS, of this Session.”

Bristol and North Somerset Railway (Southern Extension) Bill.

It is proposed by this Bill—

To enable the Bristol and North Somerset and the Somerset and Dorset Railway Companies, jointly, to make the following Railways, viz. :—

No. 1 (15 miles 45 chains), from a junction with the authorised Bristol and North Somerset Railway, at Farrington Gourney, to a junction with the Somerset and Dorset Railway, at Lamyat, near Pylle Station :

No. 2 (68 chains), at Shepton Mallet, to connect No. 1 with the East Somerset Railway :

No 3 (8 miles 27 chains), from No. 1 at Emborrow to a double junction with the Radstock Branch of the Great Western Railway, near Kilmersdon :

To enable each of the two Companies—

To raise further sums of 200,000 £ by new ordinary or preference shares, and 65,000 £ by loan :

To run over and use the Railways and Stations of the other Company :

To enter into working and traffic agreements with the other Company.

It is also proposed by this Bill—

To confirm an agreement between the two Companies for the working of the Bristol and North Somerset Railway, by the Somerset and Dorset Railway Company, for 21 years, from the opening of that Railway, conditionally on the British and North Somerset Railway Company obtaining power to lay down narrow gauge on every part of their Railway, and to extend their Railway to join the Somerset and Dorset Railway at Pylle Station :

To repeal the provision in “The Bristol and North Somerset Railway Act, 1863,” that that Railway shall be constructed on the broad gauge, and to authorise the construction of the Railway, or any part of it upon the broad, the narrow, or the mixed gauge.

Section 2. It is usual, and it seems desirable, to incorporate, besides the clauses of “The Companies Clauses Consolidation Act, 1845,” here mentioned, the clauses of that Act with respect to the general meetings of the Company, and the exercise of the right of voting by the shareholders, the making of dividends, and the giving of notices. Observations.

Section 5. After “subject to the provisions of this Act” should be added, “and of the Acts and parts of Acts incorporated herewith.”

Section 6. With respect to the power proposed to be given to the Bristol and North Somerset Railway Company to create preference capital for the purposes of the new Railways, it is to be observed that that Company have not yet opened their original line.

Section 25. It may deserve consideration whether power should not be given to the Board of Trade to revise the Agreement proposed to be confirmed by this clause, at the end of 10 years, in the interests of the public, in accordance with Section 27 of "The Railways Clauses Act, 1863."

The Bill does not contain the usual provision for precluding prejudice to the rights of third parties from the Agreement.

Section 27. It appears to be a question whether the proposed six mile "short distance" does not exceed that usually allowed.

It may also deserve consideration whether this clause should not be made applicable to the continuance of the Agreement in the Schedule to the Bill.

Board of Trade,
May 1866.

W. D. Fane.

RAILWAY AND CANAL, &c. BILLS.

[*Bristol and North Somerset Railway (Southern Extension) Bill.*]

FURTHER REPORT of the BOARD of TRADE
on the RAILWAY and CANAL BILLS, and BILLS
relating to HARBOURS, DOCKS, and TIDAL
WATERS, of Session 1866.

(*Mr. Milner Gibson.*)

*Ordered, by The House of Commons, to be Printed,
9 February 1866.*

15—CCCLV.

